

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXX. No. 5.

CHICAGO, ILL., MARCH 10, 1913.

PRICE \$1.50 PER YEAR
TEN CENTS PER COPY

McKENNA & RODGERS
COMMISSION MERCHANTS
SHIPPERS CORN
OATS
60 Board of Trade Chicago

R. F. CUMMINGS GRAIN CO.
Home Office, Clifton, Ill.
Elevators in 8 adjoining towns.
Established in 1864 by A. B. Cummings

STEELE-BRIGGS
SEED COMPANY, Limited
Alsike, Red Clover, Timothy, Canadian
Blue Grass, Flax, Oats
TORONTO-CANADA

P. B. & C. C. MILES
Established 1875 Incorporated 1910
PEORIA, ILL.
Handling Grain on Commission
Our Specialty

James E. Bennett & Co.
400-405 Postal Telegraph Bldg., CHICAGO
Grain Shipments and Future
Orders Solicited.
ST. LOUIS PEORIA
211 Chamber of Commerce 324 So. Washington St.

Tyng, Hall & Co.
GRAIN COMMISSION
Correspondence Solicited Peoria, Ill.

Fagg & Taylor
Grain Merchants
34 Chamber of Commerce
MILWAUKEE, WIS.
SPECIALTIES
Barley Oats Corn

Minneapolis Seed Co.
SEEDS
Minneapolis - - - Minnesota

Goffe & Carkener
Grain Commission
St. Louis Kansas City

WHEAT
CORN  RYE
J. A. Manger & Co.
216-218 Chamber of Commerce, Baltimore, Md.

CLOVERS
TIMOTHY
MILLETS
KAFFIR CORN DRIED PEAS
S. G. COURTEEN
MILWAUKEE WISCONSIN

SEEDS

THE GALE BROS. CO.
CINCINNATI, OHIO
WANT YOUR BUSINESS
GRAIN—HAY—FEED
TRY US

Are YOU WE WANT NEW IF NOT
Receiving CORN Ask For
My Bids? Them

DUDLEY M. IRWIN
1117 Chamber of Commerce BUFFALO, N. Y.

Elevator and Mill Supplies

Elevator Boots, Heads and Casings, Belts, Chains, Buckets and Bolts, Shafting, Shaft Bearings, Couplings and Collars, Pulleys, Gears, Sprocket Wheels and Sheaves, Complete Rope Transmissions, Car Loaders, Car Pullers, Car Movers, Power Grain Shovels for Unloading Cars, Bag Fillers, Trucks.

COMPLETE EQUIPMENTS FOR HANDLING GRAIN AND OTHER MATERIAL. SEND FOR CATALOG

H. W. CALDWELL & SON CO.

CHICAGO: 17th Street and Western Ave.

New York: Fulton Building, 50 Church Street

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

ALBANY, N. Y.

Barry Grain Co., grain commission.

AMARILLO, TEX.

Early Grain & Elev. Co., whol. grain, hay, seed.

ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

AUGUSTA, GA.

Lamb & Hollingsworth, flour, grain, provisions.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Commission Co., grain commission.
Blackburn & Co., C. P., grain revcrs., exporters.*
Clark & Sons, Thos. S., grain receivers.*
Dennis & Co., grain merchants.
England & Co., Chas., grain, hay.*
Fahey & Co., John T., gr'n receivers and exptsr.*
Frame, Knight & Co., commission merchants.*
Gill & Fisher, receivers and shippers of grain.*
Hammond, Snyder & Co., Inc., receivers, exptsr.*
Hax & Co., G. A., grain, hay, seeds.*
Herzer & Son, Gustav, grain, seeds, hay.*
Jones & Co., H. O., grain and hay.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Steen & Bro., E., hay and grain.*

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.*

BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain feed shippers.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.
Hasenwinkle Grain Co., grain brokers.
Slick & Co., L. E., buyers and shippers.

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.*
McLean-Alpine Co., The, hay and grain.
Ranlet Co., The D. W., grain and mill feed.

BOURBON, IND.

Delp Grain Co., E. E., grain and mill feeds.

BUFFALO, N. Y.

Corn Exchange Members.

Alder-Stofer Grain Co., grain commission.*
Buffalo Cereal Co., grain.
Burns Grain Co., grain commission.
Churchill Grain & Seed Co., buyers, shippers.*
Eastern Grain Co., grain commission.*
Electric Elevators & Mfg. Co., revcrs. and shippers.*
Harold, A. W., grain, barley a specialty.
Heathfield, W. G., strictly commission.
Irwin, Dudley M., barley.
Pratt & Co., grain commission.*
Ratcliffe, S. M., consignments solicited.
Spann Grain Co., O. G., gn. com., bar'y a spec'ty.
Townsend-Ward Co., grain commission.*

BUSHNELL, ILL.

Cole, G. W., grain broker.

CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers and shippers.*
Halliday Elevator Co., corn, oats.*
Halliday Mfg. Co., H. L., soft, red winter wheat.
Hastings Co., Samuel, receivers and shippers.
Magee Grain Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IA.

Cedar Rapids Grain Co., receivers and shippers.

CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.
Edwards, A. H., grain broker.
Johnson & Co., C. E., grain brokers.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., receivers and shippers.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Barrell & Co., Finley, grain, stocks, provisions.*
Bennett & Co., Jas. E., commission merchants.*
Colvin & Co., Wm. H., grain brokers.
Crighton & Lasser, grain commission.*
Cummings Grain Co., R. F., grain merchants.
Delany, Frank J., commission merchant.
Dole & Co., J. H., grain and seeds.*
Fitch & Co., Walter, W. K. Mitchell, Mgr.*
Fraser Co., W. A., grain commission.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., grain, seeds.*
Hoit & Co., Lowell, commission, grain and seeds.

CHICAGO—Continued.

Hooper Grain Co., receivers, shippers.*
Lamson Bros. & Co., consignments solicited.*
McKenna & Rodgers, commission merchants.*
Merritt Co., W. H., grain, seeds.*
Nash-Wright Grain Co., grain, prov. seeds.
Nye & Jenks Gr. Co., commission merchants.
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and field seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Quinn, Geo. B., grain commission.
Rang & Co., Henry, grain commission.
Re Qua Brothers, grain commission.*
Rogers & Bro., H. W., grain and seeds.
Rogers Grain Co., buyers and shippers.
Rosenbaum Bros., receivers, shippers.*
Rosenbaum Grain Co., J., receivers and shippers.
Rumsey & Company, grain commission.*
Sawyers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., buyers and shippers.*
Sincere & Co., Chas., N. Y., stocks, Chicago grain.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., Clarence H., commission.
Uplike Commission Co., grain commission.*
Wagner Co., E. W., receivers and shippers.*
Ware & Leland, grain seeds.
Wilson & Co., B. S., grain commission.

CINCINNATI, O.

Chamber of Commerce Members.

Allen & Munson, grain, hay, flour.*
Bender, A., grain, brokerage & com'n.
Blumenthal, Max, grain, barley a specialty.
Brown & Co., W. L., consignments.
Gale Bros. Co., grain, hay, feed.*
Stafford, J. R., grain and hay.
Union Gr. & Hay Co., grain buyers and commiss'n.
Van Leunen & Co., Paul, consignments.

CLARKSBURG, W. VA.

Willis, W. W., broker, grain, hay, straw, millfeed.

CLEVELAND, O.

Abel Bros., hay, grain, feed.
Bailey, E. I., grain and millfeed.*
Bennett, W. A., receivers grain, hay & millfeed.
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., receivers and shippers.
Sheets Bros. Eltr. Co., The, grain, hay, straw.
Shepard, Clark & Co., grain, hay and straw.
Star Eltr. Co., receivers, grain, hay, straw.
Strauss & Co., H. M., grain, seeds, hay, straw.*

COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

COLUMBUS, O.

Morton Grain & Hay Co., grain, hay and feed.

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.*

CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

DANVILLE, ILL.

McConnell, R. B., grain dealer.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*
Hight Grain Co., grain brokers.
Smith & Co., F. P., grain brokers & commission.
Van Leunen & Co., Paul, consignments.

DENVER, COLO.

Board of Trade Members.

Ady & Crowe Mercantile Co., grain, hay.*
Best & Co., J. D., grain and hay.
Crescent Mill & Eltr. Co., flour and grain.
Longmont Farmers Mill & Eltr. Co., flour, grain.
Scott, E. E., broker grain, cottonseed meal, bags.

DES MOINES, IA.

Lockwood Grain Co., B. A., grain & millfeeds.*
Squires Grain Co., S. F., grain merchants.*
Taylor & Patton Co., buyers and shippers.*

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Lapham & Co., J. S., revcrs. & shippers of grain.*
Simmons & Co., F. J., grain revcrs. & shippers.*

EL RENO, OKLA.

El Reno Mill & Eltr. Co., grain buyers & shippers.

EVANSVILLE, IND.

Small & Co., W. H., field seeds, grain and hay.

FORT WAYNE, IND.

Egley-Doan Eltr. Co., grain, hay and seeds.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Fort Worth Elevator Co., grain and storage.
Kolp, E. R. & D. C., grain and seed dealers.*
Moore-Seaver Grain Co., receivers and shippers.*
Terminal Grain Co., receivers, shippers.
Werner Wilkens Grain Co., receivers & shippers.

FRANKFORT, IND.

Frank & Co., Wm., grain brokers.*

GALVESTON, TEX.

Board of Trade Members.

Fordtran, J. S., grain commission merchant.
Jockusch, Davidson & Co., grain, hay exporters.
Wisrodt Grain Co., wholesale grain eltr., facilities.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

INDIANAPOLIS, IND.

Board of Trade Members.

Bassett Grain Co., grain merchants.*
Boyd, Bert A., Indianapolis commission man.*
Capitol Grain Co., grain commission.
Kinney Grain Co., H. E., receiver and shipper.*
Merchants Hay & Grain Co., hay and grain.
Minor, B. B., grain consignments solicited.
Mutual Grain Co., grain commission.*
Witt, Frank A., grain commission & brokerage.

JACKSON, MICH.

Sheldon, Willis E., track buyer of grain.*
Stockbridge Elevator Co., grain, beans, hay.

KANSAS CITY, MO.

Board of Trade Members.

Beach Grain Co., grain commission.
Benton Grain Co., screenings and seeds.
Christopher & Co., B. C., commission & kafir corn.
Clay Grain Co., F. B., grain commission.
Croysdale Grain Co., grain commission.
Hoebel Grain Co., grain commission.
Davis & Co., A. C., grain commission.*
Ernst-Davis Grain Co., grain commission.*
Fisher Com. Co., E. D., grain commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.
Goffe & Carkner, revcrs. and shprs. of grain.*
Gregg Grain Co., Mason, commission merchants.
Hinds Grain Co., The, receivers, shippers.
Houston Carpenter Gr. Co., cash & futures, grain.
Logan Bros. Grain Co., grain commission.
Moore-Seaver Grain Co., receivers and shippers.*
Moore-Lawless Grain Co., grain receivers.
Murphy Grain Co., strictly commission.*
Nicholson Gr. Co., W. S., grain commission.
Norris Grain Co., grain merchants and exporters.
Roushen-Cary Grain Co., grain, flour, millfeed.*
Russell-Grain Co., hay our specialty.
Shannon Gr. Co., consignments solicited.
Smith-Mann Gr. Co., consignments & futures.
Steele & Co., H. H., grain and seeds.*
Terminal Elevators, receivers, shippers.
Thresher Fuller Grain Co., grain commission.*
Tomlin Grain Co., kafir corn and milo maize.
Vanderslice-Lynds Co., grain commission.
Wright Com. Co., A. D., grain consignments.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.*

KOKOMO, IND.

Farnsworth, F. H., grain broker.

LA FAYETTE, IND.

Heinmiller, F. G., track buyer of grain.

LIMA, OHIO.

Ward Grain Co., track buyers and brokers, grain.*

LITTLE ROCK, ARK.

Gordy Co., C. L., grain and millfeed brokers.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., recrs. & shprs, grain.*
Brandels & Son, A., revcrs. & shippers of grain.*
Callahan & Sons, receivers and shippers of grain.
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay and grain.
Menefee & Co., R. H., grain and hay.
Schuff & Co., A. C., grain and hay.
Thomson & Co., W. A., corn, oats and rye.
Verhoeff & Co., H., receivers and shippers grain.*
Zorn & Co., S., grain.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

MEMPHIS, TENN.

Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.
Devis & Andrews Co., grain dealers.*
Horton & Co., J. B., grain & hay commission.
Jones, Lee D., grain & hay commission.*
Scruggs-Robinson Co., brokers & com. merchants.
U. S. Feed & Grain Co., grain, hay, millfeed.*
Webb & Maury, grain and hay.*
Wyatt, E. W., grain, hay and millfeed broker.

MERCER, N.O.

Alley Grain Co., oats, corn, wheat seeds.*

MIDDLE POINT, OHIO.

Pollock, H. G., track buyer of grain, hay, straw.

MILWAUKEE, WIS.

Chamber of Commerce Members.

Armstrong Co., W. J., hay merchants.
Bartlett & Son Co., L., grain commission.
Ellsworth, B. G., grain consignments.
Fagg & Taylor, grain merchants.*
Franke Grain Co., grain and feed.
Hadden Co., E. G., grain commission mchts.*
Johnstone & Templeton, grain commission.
Kamm & Co., P. C., barley and rye.*
Lauer & Co., J. V., grain commission.
Mereness & Potter Co., grain commission.*
Morris-Parry Grain Co., Grain Dealers.
Owen & Co., O. C., grain commission merchants.
Owen & Brother Co., grain commission.
Rankin & Co., M. G., shippers, corn, oats, barley.
Rialto Elevtr. Co., grain receivers & shippers.
Stacks & Kellogg, grain merchants.
Wissbeck-Grunwald Co., grain and feed.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Anchor Grain Co., grain commission.
Benson-Newhouse-Stabeck Co., grain commission.
Cargill Commission Co., grain commission.
Carter, Sammis & Co., grain commission.
Dalrymple, Wm., grain commission, receiver.
Davies & Co., F. M., grain commission.
Fraser-Smith Co., grain commission.
Getchell-Tanton Co., grain commission.
Gould Grain Co., grain merchants.
Hankinson & Co., H. L., grain commission.
Marfield Grain Co., grain commission.
McCaull Dinsmore Co., consignments solicited.*
McDonald & Wyman, grain commission.
Minnesota Grain Co., grain commission.
Nicholls & Taylor, grain consignments.
Poehler Company, H., grain commission.*
Quinn Shepherdson Co., grain commission.
Rhelldaffer Co., J. H., grain com's'n merchants.*
Stair, Christensen & Timmerman, grain commission.
Stinson-Tenney Co., grain commission.
Turtle & Co., grain commission.
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., grain commission.
Wernli-Anderson Co., grain commission.
Wyman & Co., C. C., grain commission.
Zimmerman, Otto A., barley specialist.

MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton, C. T., hay, straw, grain, millfeed, pro.

NEW YORK CITY.

Produce Exchange Members.

Cushing & Brandt, grain commission, buyers.*
Forbell & Co., L. W., grain commission.
Robinson, G. B., Jr., grain and millfeeds.

NORFOLK, VA.

Cofer & Co., J. H., wholesale grain.

NORTH MANCHESTER, IND.

Kinsey Bros., grain, hay & seed merchants.

OKLAHOMA CITY, OKLA.

Hanna Grain Co., grain, hay, seeds, alfalfa meal.
Kammerdiener, Frank, wholesale grain & feed.
Kolp, E. R. & D. C., grain and seed dealers.
Perkins Grain Co., W. L., grain and seed dealers.
Oklahoma Export Co., grain, feed and hay.
Semple Gr. & Feed Co., C. Y., grain & feed.

OMAHA, NEB.

Grain Exchange Members.

Beal-Vincent Grain Co., receivers, shippers.*
Cavers Elevator Co., receivers and shippers.*
Crowell Elevator Co., recvrs., shippers.*
Huntley, E. E., broker.
Imperial Mfg. Co., grain consignments.
McCaull-Dinsmore Co., grain.
Merriam Commission Co., consignments.
Nebraska-Iowa Gr. Co., consignments a specialty.*
Omaha Elevator Co., receivers, shippers.*
Peterson & Gloe Gr. Co., receivers & shippers.
Roberts Gr. Co., Geo. A., grain dealers.
Saunders-Westrand Co., receivers and shippers.
Taylor Grain Co., brokers.*
Thresher, E. R., grain broker.
United Grain Co., grain commission.
Weekes Grain Co., receivers and shippers of grain.
Welsh Grain Co., grain and hay commission.

PEORIA, ILL.

Board of Trade Members.

Arnold & Co., F. W., grain consignments solicited.
Bowman & Co., Geo. L., grain commission.
Buckley, Pursley & Co., grain and seeds.*
Feltman, C. H., grain commission.
Grier & Co., T., grain commission.
Miles, P. B. & C. C., grain commission.*
Rumsey, Moore & Co., grain receivers.*
Tyng, Hall & Co., grain commission.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Baringer, M. F., grain and millfeed.*
Brazier, W. P., Mgr., Finley Barrell & Co.
Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Pultz & Co., J. B., grain and feed.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Edw. M., grain and feeds.
Standard Hay & Grain Co., grain, hay & straw.
Stites, A., Judson, grain and millfeed.

PIQUA, OHIO.

Kress Co., The Harry W., trk. buyers, gr. & hay.*

PITTSBURG, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.
Foster, C. A., grain, hay, feed.*
Geldel & Dickson, grain and hay.
Hardman & Heck, grain, hay and millfeed.*
Heck & Co., W. F., grain, hay and millfeed.*
McCaffrey's Sons Co., Daniel, hay, grain, millfeed.
McCague, R. S., grain, hay.*
Smith & Co., J. W., grain, hay, feed.
Stewart, D. G. & Geldel, grain, hay and feed.
Walton Co., Sam'l, grain and hay.

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PUEBLO, COLO.

McClelland Mc'l I. & R. Co., grain, hay & feed.

RICHMOND, VA.

Adams Gr. & Prov. Co., grain, feeds, seeds.
Beveridge & Co., S. T., grain, hay, feeds, seeds.
Bragg, W. G., commission, grain, hay, millfeed.
Fairbank & Co., S. G., grain, hay, seeds.
Southern Brokerage Co., grain, hay, feeds & seeds.

ROBINSON, KANS.

Geiger Grain Co., C. A., grain merchants.

SAGINAW, MICH.

Carr Co., Henry W., grain, hay, beans, seeds.

SAN ANTONIO, TEXAS.

Lupton Gr. Co., R., whol. grain & cottonseed pdts.

SIOUX CITY, IOWA.

Board of Trade Members.
Fields & Slaughter Co., grain, hay and feed.
Iowa-Dakota Gr. Co., grain & com. merchants.

SIOUX FALLS, SO. DAK.

German Grain Co., buyers and shippers.
Tri-State Gr. Co., grain merchants & brokers.

ST. JOSEPH, MO.

Gordon Comm. Co., T. P., grain dir. and broker.*
Musterman & Co., Wm., grain, hay, recvrs., shprs.

ST. LOUIS, MO.

Merchants Exchange Members.

Connor Bros. & Co., grain.*
Eaton McClellan Com. Co., grain and hay.*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.
Goffe & Carkener Co., grain commission.*
Green Commission Co., W. L., grain.*
Kennedy Grain Co., receivers, shippers.
Morton & Co., grain, hay and seeds.
Mullally Com. Co., John, grain, hay, seeds.*
Nanson Commission Co., grain commission.*
Pendleton Grain Co., grain merchants.
Picker & Beardsley Com. Co., grain & grass seed.*
Powell & O'Rourke, receivers, shippers.*
Toberman, Mackey & Co., consignments solicited.

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TOLEDO, O.

Produce Exchange Members.

Central Grain Co., The, buyers and shippers.
Goemann Grain Co., grain buyers.*
King & Co., C. A., grain, clover seed.*
Rundell Co., W. A., grain and seeds.*
Southworth & Co., grain commission.*
Wickenbiser & Co., John, recvrs. & shippers. of gr.
Zahn & Co., J. F., grain, seeds.*

TOPEKA, KAN.

Cardwell, M. W., receiver & shipper.
Hoyt-Blanchard Grain Co., wholesale grain.
Jolley Grain Co., grain merchants.
Norton Grain Co., milling wheat a specialty.

TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

WASHINGTON, D. C.

Anderson, E. M., grain brokers and millers agent.
Craig, J. V., hay and grain broker.*

WICHITA, KANS.

Board of Trade Members.

Baldwin-Barr Gr. Co., receivers & shippers.
Independent Grain Co., grain commission.
Kelth, Gr. Co., N. H., brokers & commission.
Woodside-Smith Gr. Co., receivers & shippers.

WINFIELD, KANS.

Daves & Daves Grain Co., grain, hay & millfeed.
Hayes & Co., John, wholesale grain and hay.
Head Grain Co., grain, millfeed, seeds.

*Members Grain Dealers National Association.

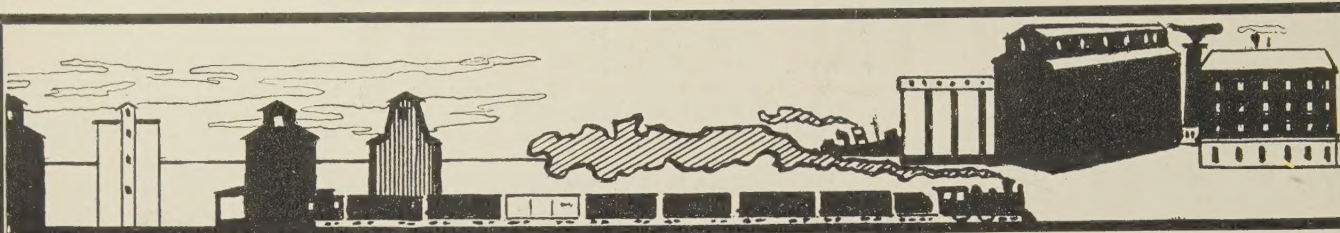
PEORIA BOARD OF TRADE MEMBERS

GEO. L. BOWMAN & CO.
GRAIN COMMISSION
PEORIA, ILLINOIS

RUMSEY, MOORE & CO.
GRAIN COMMISSION
Board of Trade PEORIA, ILL.
Your Consignments solicited—Personal attention—
Quick Returns to all. Ask for Our Bids

BUCKLEY, PURSLEY & CO.
Commission Merchants
GRAIN AND SEEDS
10 Chamber of Commerce, PEORIA, ILL.

CINCINNATI CHAMBER OF COMMERCE MEMBERS



Send us samples of your off grade
Oats and Wheat, also Rustproof Oats,
and some nice business may result,—

BUT MAKE YOUR SAMPLES OF CORN A CAR LOAD

Paul Van Leunen & Co.

CINCINNATI, OHIO

DECATUR, ILLINOIS

TOPEKA WHOLESALE GRAIN DEALERS

The Norton Grain Co.
Receivers and Shippers
KANSAS HARD WHEAT
Topeka Kansas

M. W. CARDWELL
Receiver and Shipper
GRAIN AND SEEDS
Special attention given to milling trade on Hard
and Soft Wheat, also White Corn. Write or
wire for delivered prices.
TOPEKA KANS.

JOLLEY GRAIN CO.
TOPEKA, KANSAS
Ask for samples and prices on
Choice Kansas Turkey Wheat.
Members { Kansas City Board of Trade
 { St. Louis Merchants Exchange

NEW YORK PRODUCE EXCHANGE MEMBERS

CUSHING & BRANDT,
Commission Merchants **CONSIGNMENTS SOLICITED** Buyers of Cash Grain
WE BUY HOT CORN. Make us offers, will always respond
MEMBERS—New York Produce Exchange, Chicago Board of Trade, Buffalo Corn Exchange,
National Grain Dealers Association.
424 PRODUCE EXCHANGE NEW YORK

L.W.FORBELL & CO.
COMMISSION MERCHANTS
GRAIN AND MILL FEED; OATS
A SPECIALTY
Consignments Solicited
342 Produce Exchange, NEW YORK CITY

BALTIMORE CHAMBER OF COMMERCE MEMBERS

CHAS. ENGLAND & CO.
Commission Merchants
GRAIN :: HAY :: SEEDS
308-310 Chamber of Commerce, BALTIMORE

CONSIGNMENTS A SPECIALTY
JOHN T. FAHEY & CO.
Commission Merchants
Grain Receivers and Shippers
In the Market every day
Remember us on Rye BALTIMORE, MD.

Established 1882
G. A. HAX & CO.
COMMISSION
Grain, Hay and Seeds
445 North Street BALTIMORE, MD.

CINCINNATI

Chamber of Commerce

The shipments of Grain, Hay and Feed to Cincinnati continue to show an increase, for shippers recognize that this market is so very favorably located geographically, for the filling of orders from the section that lies south and south east of Cincinnati that they are taking advantage of it. This new territory is developing rapidly, and the merchants of Cincinnati are in position to fill all orders promptly and satisfactorily.

Ship to any of the following firms:

Allen & Munson—Grain, Hay, Flour
 Bender, A.—Grain Brokerage and Com'n
 Blumenthal, Max — Grain Consignments;
 Barley a Specialty
 Brown & Co., W. L.—Consignments
 Cincinnati Grain Co.—Com'n Merchants
 Collins & Co.—Exclusively Commission
 Ellis & Fleming—Grain and Hay
 Emrick, C. S., Co., The—Grain and Hay
 Ferger Grain Co., The—Grain, Hay, Feed
 Fitzgerald Bros. Co., The—Strictly Com'n
 Gale Bros. Co., The—Grain, Hay, Feed
 Gray, Ralph—Receiver and Shipper
 Howard, H. W.—Grain and Hay

Kramer, W. H.—Hay and Grain
 Maguire & Co.—Hay, Grain, Commission
 McQuillan & Co.—Grain, Hay and Feed
 Perin Bros.—Millers and Grain Merchants
 Richter Grain Co.—Grain, Hay, Flour, Feed
 Schmidt & Walker Co.—White Corn Goods
 Stafford, J. R.—Grain and Hay
 Trent Milling Co.—Receivers and Shippers
 Union Grain & Hay Co.—Grain Buyers and
 Commission
 Van Leunen & Co., Paul—Grain Commis'n
 Van Leunen Co., The—Hay and Grain
 Weber & Gale—Grain, Hay, Feed
 Whitcomb & Root—Hay, Grain, Mill Feed.

ST. LOUIS MERCHANTS EXCHANGE MEMBERS

Nanson Commission Co.

GRAIN, HAY and SEEDS

202 Chamber of Commerce, ST. LOUIS, MO.

Ship Your Grain, Hay and Seeds to
JOHN MULLALLY COMMISSION CO.

ST. LOUIS, MO.

We never buy—handle on Consignment only

Toberman, Mackey & Co.
Receivers and Shippers of**HAY AND GRAIN**"Eight Years in Business and Leads Them All."
Can handle your Consignments at St. Louis
and Kansas City.

ST. LOUIS KANSAS CITY

RECEIVERS
EXPORTERS

W. L. GREEN COMMISSION CO.

ST. LOUIS

SHIPPERS
IMPORTERS**MORTON & CO.**
GRAIN - HAY - SEEDS
COMMISSION ONLY
Merchants Exchange, ST. LOUIS, MO.**CONNOR BROS. & CO.**

Receivers and Shippers of

GRAIN AND HAY
ScreeningsST. LOUIS
and
CHICAGOFuture orders
executed.

ST. LOUIS

\$ \$ \$ \$ \$ \$**Real Money—
Satisfactory Results**

from your

CONSIGNMENTS

if you ship to

Elmore-Schultz Grain Co.

Grain Commission

433 Pierce Bldg.

St. Louis, Mo.

PERFECT SERVICE is,
has been and always
will be our chief aim.**EATON-McCLELLAN**

COMMISSION CO.

Merchants Exchange
ST. LOUIS, MO.**GRAIN, SEEDS and HAY****GOFFE & CARKENER CO.**

105-107 Merchants Exchange

RECEIVERS**GRAIN, HAY & SEEDS**
SAINT LOUISW. C. GOFFE
G. S. CARKENER
G. C. MARTIN, JR.K. C., MO., Office,
101-102 Board of Trade**"THE
Consignment House
OF****ST. LOUIS"**FOR THE SALE OF
GRAIN, HAY, AND GRASS SEEDS**PICKER & BEARDSLEY**COMMISSION COMPANY
118 NORTH MAIN ST.**Powell & O'Rourke**Receivers and Shippers
of**GRAIN**

St. Louis

Missouri

**CLARK'S
Car Load
Grain Tables**

Seventh Edition Revised and Enlarged

WITH these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels. Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables from 20,000 to 75,000 lbs. Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black. PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index Price, delivered, \$2.50.

GRAIN DEALERS JOURNAL 315 So. La Salle St., CHICAGO
ILLINOIS**Encourage ADVERTISING**by your attention—the benefits
are yours. Mention The**Grain Dealers Journal****TOLEDO PRODUCE EXCHANGE MEMBERS****JOHN WICKENHISER & CO.**Wholesale Grain Dealers
TOLEDO, OHIOWe make track bids and quote delivered prices.
Solicit consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
Board of Trade*Read
Southworth's Drive
and Special Letters*Free on request to
Southworth & Co.
Grain—Seeds—Provisions
Toledo, Ohio**Corn and Oat Tables**

—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cts.

Grain Dealers Journal

315 So. La Salle St., Chicago, Ill.

WHEN "SEEDY"

Try

C. A. KING & CO.

Toledo Leads World

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* presents only reputable concerns.

CHICAGO BOARD OF TRADE MEMBERS

PHILIP H. SCHIFFLIN President
EUGENE SCHIFFLIN Sec'y and Treas.

Philip H. Schiffin & Co.
(INCORPORATED)

Commission Merchants
GRAIN, SEEDS and PROVISIONS

515-518 Postal Telegraph Bldg.
Tel. Harrison 833 CHICAGO, ILL.

THE success of the present Rosenbaum Brothers organization rests upon the confidence of the grain dealers in its salesmanship, its methods and its business integrity. We are exponents in the broadest sense of "The Square Deal."

ROSENBAUM BROTHERS

"THE RESULT GIVERS"

77 Board of Trade Chicago, Illinois

Receivers and Shippers
OF

**Grain
Seeds**

Provisions

E. W. BAILEY & CO.

Commission Merchants

72 Board of Trade Chicago, Ill.

DO YOU KNOW

"TIMBERLAKE SELLING?"

TRY IT!

On Low Grades as well as Good Grain
You will be Pleased with the Results.

B. S. WILSON & CO. 1118-1119 Royal Insurance Bldg.
CHICAGO, ILL.

C. H. THAYER & CO.

Your Consignments and
Future Orders Solicited

206 So. La Salle St. - - CHICAGO

Henry H. Freeman & Co.

COMMISSION MERCHANTS

GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO

REQUA BROTHERS
CHICAGO

Stands for Prompt Returns, undivided attention to selling Consignments. *Give us a Trial.*

FRANK E. GULICK, Manager Rec. Dept.

Good Execution Keeps Customers
Keeping Customers is Our Business

W. G. PRESS & CO.

GRAIN, PROVISIONS, STOCKS

175 W. Jackson Blvd., CHICAGO

Write for Daily Market Report
Mailed free.

35 Years Active Members Chicago
Board of Trade

Wm. Simons
President & Treas.

Consignments
Solicited
We place
grain to
arrive.

Geo. L. Stebbins
Secretary



Warren T. McCray
Vice-President

Future
orders
given
personal
attention.

Edgar E. Rice
W. A. Werner
Representatives

A Po i nter

Knowing how to buy grain is no more
important than knowing how to sell it.
A trial consignment proves that we
KNOW how to sell it.

Commission
Merchants

J. C. Shaffer & Co.

Chicago

CHICAGO BOARD OF TRADE MEMBERS

That word *Dole*—

Diligent effort,
Full market prices,
Lucrative returns,
Everlasting satisfaction.

Grain and Seed Commission

ESTABLISHED 1852

Chicago, Ill.

Just put that word *Dole* on your next
Chicago Consignment.

J. H. Dole & Co.

WALTER FITCH

LEEDS MITCHELL

W. K. MITCHELL

JOHN H. ASHUM

WALTER FITCH & COMPANY

MAKE A SPECIALTY OF CONSIGNMENTS
AND ALSO SOLICIT ORDERS FOR FUTURES

651-59 Insurance Exchange, CHICAGO

J. ROSENBAUM GRAIN CO.

(INCORPORATED)

GRAIN MERCHANTS

Correspondence Solicited

KANSAS CITY

CHICAGO

HENRY RANG & CO.**GRAIN AND SEEDS****Barley a Specialty**

CONSIGNMENTS SOLICITED

230 S. La Salle Street

CHICAGO

Traveling Representatives { W. R. HYDE
J. R. MURREL

ST. LOUIS

PEORIA

W. A. FRASER CO.

Consignments and
Future Delivery Orders Solicited
Suite 715 Royal Ins. Bldg. CHICAGO

Hooper Grain Co.**OAT
SHIPPERS**

Operate Atlantic and Grand
Trunk Western Elevators
Chicago

CARL F. W. PFEIFFER

COMMISSION MERCHANT

POSTAL TELEGRAPH BLDG.

CHICAGO

**ARMOUR GRAIN COMPANY
CONSIGNMENTS SOLICITED**

We are Fully Equipped in Every Way to Give Best Service in Chicago
137 S. LA SALLE ST. CHICAGO

W. H. Perrine, Pres.

H. F. Harvey, Secy.

W. H. PERRINE & CO.

(Incorporated)

GRAIN MERCHANTS

314 Postal Telegraph Bldg., CHICAGO
Telephone Harrison 939

Representatives: C. A. Johnson, Ft. Madison, Ia.
W. H. Morrison, Peoria, Ill.

Our experience and personal attention
to your business gets the results
you want. Try us.

**UPDIKE
COMMISSION COMPANY**

Postal Telegraph Bldg.
CHICAGO, ILL.

Experience, Energy and Personal
attention given to

CONSIGNMENTS

Future Orders Carefully Executed

Lamson Bros. & Co.

ESTABLISHED 1874

Commission Merchants

**Grain Consignments
Solicited**

Also future delivery orders on all ex-
changes.

Grain — Provisions — Stocks — Cotton

6 Board of Trade

CHICAGO

CHICAGO BOARD OF TRADE MEMBERS

SOMERS, JONES & CO.

COMMISSION MERCHANTS

GRAIN AND FIELD SEEDS

Consign your **GRAIN** and **SEEDS** to us for close personal attention and best possible results. We are fully prepared to give the best of service on consignments and on orders for future delivery

Ship us that next car.

Send for our market letters.

**CHICAGO
MILWAUKEE
MINNEAPOLIS**

Make drafts on us and address all correspondence to us at

82 Board of Trade, CHICAGO.

RUMSEY & COMPANY

RECEIVERS OF
RESPONSIBILITY &

CONSIGNMENTS
CONSERVATISM

CHICAGO

Nye & Jenks Grain Co.

Grain and Commission Merchants

907-913 Postal Telegraph Bldg.

CHICAGO ILL.

FINLEY BARRELL
PETER J. MALONEY

FREDERICK C. ALDRICH
BENJAMIN BLOCK

Finley Barrell & Co.

**GRAIN
PROVISIONS
STOCKS**

The Rookery

CHICAGO

GEO. B. QUINN

GRAIN
COMMISSION

65 Board of Trade
CHICAGO
Telephone Harrison 571

J. Herbert Ware
Edward F. Leland

CONSIGN

your Grain and Seeds, and
send your orders for **GRAIN,
PROVISIONS** and **STOCKS** to

Ware & Leland

160 WEST JACKSON BLVD.
Royal Insurance Bldg., CHICAGO

Long Distance Phones

Wabash 3262

Your Interests Are Our
Interests

Car Order Blanks

FORM 222 C. O.
So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

**Grain Dealers
Journal,**

315 So. La Salle St.
CHICAGO, ILL.

Phone Fones

on

Consignments

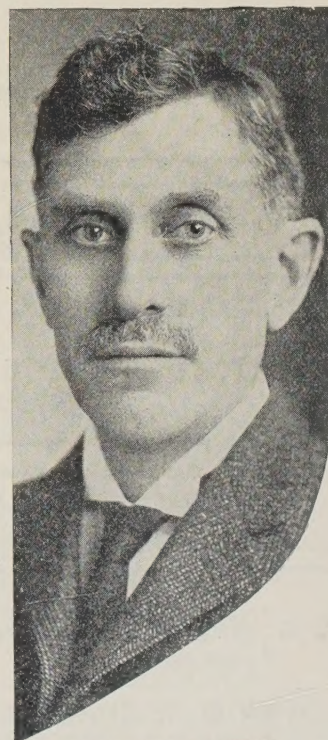
Your March Grain Consignments

should be shipped to E. W. Wagner & Co. Breezy cash grain correspondence awaits your inquiries. Our consignment business has doubled this winter. **IT IS THE SELLING SERVICE.** J. J. Fones is in charge of grain sales and bids to arrive. Our branches at the following points are at your service. Use them. Call us up. Iowa—Fort Madison, Burlington, Iowa City, Cedar Rapids and Waterloo. Illinois—Kankakee, Paxton, Champaign, Galesburg and Rock Island. All telephone calls at our expense.

Phone Fones. Write Fones.

The Wagner Letter Keeps You

posted with private crop reports and understandable statistics. Has largest circulation. You need it. Write for it.



"PHONE FONES"
of

E. W. WAGNER & CO.

GRAIN, PROVISIONS, STOCKS, COTTON

97-98-99-100 Board of Trade, CHICAGO

W. P. ANDERSON
Pres. and Treas.

P. S. BARTLETT
Secretary

W. P. ANDERSON & CO.

Receivers and Shippers

Grain and Provisions

Consignments Solicited

Special Attention Given to Future
Orders in Provisions

Members—Chicago Board of Trade
St. Louis Merchants Exchange

329 So. Sherman St., Chicago, Ill.

CHICAGO BOARD OF TRADE MEMBERS

H. W. Rogers J. C. Rogers
H. W. ROGERS & BRO.
 GRAIN, SEED AND PROVISIONS
 COMMISSION MERCHANTS
 402-408 Western Union Bldg. CHICAGO

H. M. PAYNTER
 Grain Commission—Correspondence Solicited.
 402-8 Western Union Bldg., Chicago
 All business transacted thru H. W. Rogers & Bro.

W. H. MERRITT CO.
Grain Buyers and Shippers
 CORRESPONDENCE SOLICITED
 87 Board of Trade, Chicago, Ill.

H. W. Rogers, Pres. J. C. Rogers, Vice-Pres.
ROGERS GRAIN COMPANY
 Buyers and Shippers of Grain.
 References: Corn Exchange National Bank
 First National Bank.
 402-408 Western Union Building CHICAGO

Put Your Name
 where everyone identified
 with the grain trade will
 see it and keep it there.
 THAT IS IN THE
Grain Dealers Journal
 OF CHICAGO

THE QUAKER OATS CO.

MILLERS

WHEAT CORN OATS BARLEY RYE

SEND SAMPLES

1600 RAILWAY EXCHANGE
 GRAIN DEPARTMENT

Chicago

JAMES H. RAWLEIGH
 President

ALBERT L. WAYNE
 Vice-President and Treasurer

EDWARD ANDREW
 Secretary

NASH-WRIGHT GRAIN COMPANY
 COMMISSION MERCHANTS
 GRAIN AND PROVISIONS

717-720 Postal Telegraph Building, CHICAGO

Long Distance Telephone Harrison 2379

CAIRO BOARD OF TRADE MEMBERS

H. L. HALLIDAY MILLING CO.
 We Handle
WHEAT, CORN AND OATS
 Cairo, Illinois

Magee Grain Company
GRAIN
 Delta Elevator CAIRO, ILL.

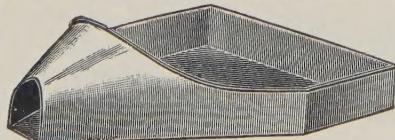
Halliday Elevator Co.
WHEAT, CORN and OATS
 CAIRO, ILL.
 Elevator Capacity 500,000 Bushels

PITTSBURGH GRAIN AND HAY EXCHANGE MEMBERS

ESTABLISHED 1879
J. W. Smith & Company
 PITTSBURGH, PA.
CORN OUR SPECIALTY

Established 1878
C. A. FOSTER
 Wholesale Grain, Hay, Straw and Feed
 Oats my Specialty
 701 Wabash Bldg. Pittsburg, Pa

W. F. HECK & CO.
 Will handle your consignments on regular
 terms, or buy outright
GRAIN, HAY, STRAW and MILL-FEED
 Car or mixed car lots
 727 Wabash Bldg. PITTSBURGH, PA



GRAIN SAMPLE PAN For Examining Samples of
 Grain and Seeds
 Made of Aluminum, strong, light and well made
 Will not Rust or Tarnish
 Grain Size, 2½x12x16½" \$1.50 Seed Size, 1½x9x11" \$1.25
 GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO

We want HAY & STRAW
 We get the top price on consignments, make
 liberal advancements and prompt remittances.
Daniel McCaffrey's Sons Co.
 Pittsburgh, Pa.
 Refer to Washington Trust Co., or any bank in city

BUFFALO CORN EXCHANGE MEMBERS

Alder-Stofer Grain Co.

CONSIGNMENTS
A SPECIALTY

BUFFALO, - N. Y.

"The permanent success of our business depends on our customers' continued satisfaction. Our business has been established forty years."

CONSIGN

YOUR GRAIN TO
The Churchill Grain & Seed Company
BUFFALO, N. Y.

Buffalo Cereal Company

BUYERS OF
WHITE CORN, YELLOW CORN
and WHITE OATS
BUFFALO NEW YORK

PRATT & CO.

Grain Commission Merchants
Correspondence Solicited
817-829 Chamber of Commerce
BUFFALO, N. Y.

REMEMBER

When making consignments
to Buffalo, that we do a
STRICTLY COMMISSION BUSINESS
W. G. HEATHFIELD & CO.
Members of Corn Exchange, BUFFALO, N. Y.

The Townsend-Ward Co.

Chamber of Commerce, BUFFALO, N. Y.
ALWAYS IN THE MARKET FOR
HOT or MAHOGANY CORN
Consignments Solicited Personal Attention Given

Electric Elevator & Milling Co.

RECEIVERS and SHIPPERS
GRAIN
Consignments Solicited
319 Chamber of Commerce, BUFFALO, N. Y.

A. W. HAROLD GRAIN

BARLEY

A SPECIALTY

717 Chamber of Commerce, Buffalo, N. Y.

S. M. RATCLIFFE

Grain, Hay and Straw

Chamber of Commerce, Buffalo, N. Y.
Consignments Solicited

BURNS GRAIN CO.

OMAHA GRAIN EXCHANGE MEMBERS

CAVERS ELEVATOR COMPANY

OMAHA, NEB.

Buy, Sell, Handle Consignments,
Grain and Hay, make Pure Corn
Chops, Sack grain, quote prices de-
livered any R. R. station.

"All We Know Is Consignments"

MERRIAM COMMISSION CO. GRAIN

Brandeis Bldg.

OMAHA

CROWELL ELEVATOR COMPANY

Receivers and Shippers

GRAIN

Consignments Solicited
OMAHA

R. PETERSEN

J. F. GLO

PETERSEN & GLOE GRAIN CO.

Receivers and Shippers
BARLEY OUR SPECIALTY
880 Brandeis Building
OMAHA - - NEBRASKA

Imperial Milling Co. Elevator

Office, Brandeis Bldg., Omaha, Neb.

We buy and sell Grain, Sack Grain,
and Solicit Consignments.

A GOOD FIRM

TO TRADE WITH

SAUNDERS-WESTRAND ELEVATOR CO.

CONSIGNMENTS
GIVEN PERSONAL ATTENTION

RECEIVERS and SHIPPERS OF
GRAIN

OMAHA
NEB.

COAL SALES BOOK

Form 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one.
1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago.

CIPHER CODES

We carry the following cipher codes in stock
and can make prompt delivery

Robinson's Cipher Code, leather	-	2.00
Hay and Grain Cipher Code	-	1.00
A. B. C. Code, 5th Edition	-	7.00
Baltimore, Export Cable Code	-	8.00
Companion Cable Code	-	5.00
Riverside Code, 5th Edition	-	3.00
Universal Grain Code	-	3.00
American Seed Trade Assn.'s Code	-	2.00
Stewart's International Code	-	.25

For any of the above, address

GRAIN DEALERS JOURNAL,
315 So. La Salle St., CHICAGO, ILL.

There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.

MILWAUKEE CHAMBER OF COMMERCE MEMBERS

Grain Dealers

It is no speculation to ship us your grain. It's a sure thing you will be satisfied.

L. BARTLETT & SON CO.
Milwaukee Chamber of Commerce

**STACKS & KELLOGG
GRAIN MERCHANTS**

909-11 Railway Exchange Bldg., MILWAUKEE, WIS.
We also handle all grades of chicken feed wheat
feed barley, screenings, off-grade
and damaged grain

TRY
M. G. RANKIN & CO.
on consignments of
Barley, Rye, Corn, Oats
First Floor, Chamber of Commerce
MILWAUKEE

RYE: CHOICE GRADES
FRANKE GRAIN CO.
415-417 Chamber of Commerce MILWAUKEE, WIS.
BROKERS—FEED AND GRAIN

Satisfactory
ales
Superior
ervice

Mereness & Potter Co.

**Grain
Commission**
Milwaukee, Wis.

B. G. ELLSWORTH
20-21 Chamber of Commerce, MILWAUKEE, WIS.
23 years experience in Milwaukee market
Consignments and shipping orders
given special attention.

F. R. Morris, Pres. T. W. Parry, Sec'y-Treas.
Morris-Parry Grain Co.
Buyers and Shippers All Kinds Grain
503 Chamber of Commerce
Milwaukee, Wis.

Quotation Record

16 sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on 'Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday—, 190—." Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10:30, 11:30 and 12:30 and the close, as well as the closing price the previous week.

As a handy reference record of market prices it has no equal. Each sheet is 9½x9½ inches and has spaces for one week's record. The sheets are put up in blocks of sixty—a year's supply. Order Form 97A, price 75 cents.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

**E. G. HADDEN CO.
FUTURES**

WHEAT, CORN AND OATS
DAILY and WEEKLY PRIVILEGES
Chamber of Commerce, Milwaukee, Wis.
Send for our Put and Call Circular.

CHICAGO MINNEAPOLIS
J. V. LAUER & CO.
Grain Commission
BARLEY A SPECIALTY
Ship us your next car. Chamber of Commerce
MILWAUKEE, WIS.

DETROIT BOARD OF TRADE MEMBERS

Established 1865
J. S. LAPHAM & CO.
Grain and Commission Merchants
FRED W. BLINN, Manager, 601-2-3 Chamber of Commerce, DETROIT, MICH
Consign to or wire us your offerings on CORN and OATS

Dumont, Roberts & Co.
Solicit Your Detroit Consignments
Receivers and Shippers
Chamber of Commerce, Detroit, Mich

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS

F. H. Davies & Co.
GRAIN COMMISSION.
MINNEAPOLIS, DULUTH

H. L. HANKINSON & CO.
GRAIN COMMISSION
Solicit Your Consignments
MINNEAPOLIS
MILWAUKEE DULUTH

SHIP TO
H. POEHLER CO.
EST. 1855
GRAIN COMMISSION
MINNEAPOLIS DULUTH

GOULD GRAIN CO.

F. J. SEIDL P. M. INGOLD

Consignments
A Specialty

Write for our Special Market Letter

MINNEAPOLIS, MINN.

For Good Results

Better Consign to the Old Firm

Nicholls & Taylor
MINNEAPOLIS

or

McKindley & Nicholls
DULUTH

GET THE
New Robinson's Cipher
Revised Edition
with 1912 Supplement

An absolute necessity to every grain dealer in active business today. Do not waste money by trying to do business with out of date editions.

Printed on good paper, bound in full leather with gilt edges,
\$2.00. Cloth \$1.50.

GRAIN DEALERS JOURNAL
315 So. La Salle St., CHICAGO, ILL.

YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS

The VAN DUSEN-HARRINGTON Co.

GRAIN COMMISSION

Write for prices and samples. We solicit your consignments and futures business.

Minneapolis Winnipeg Duluth

"Productive Service"

Wernli-Anderson Co.

CONSIGNMENTS

Minneapolis, Minn.

Consign Your Grain

To

Cargill

Commission Company

Good Sales

Absolute Security

Quick Returns

Courteous Treatment

Write for Market Letter and Barley Posting Service.

754 Security Bank Bldg. 611 Board of Trade
MINNEAPOLIS DULUTH

Fraser Smith Company
i n e s t s e r v i c e c o n s i g n m e n t s

Duluth :: Minneapolis :: Milwaukee

E. L. WELCH COMPANY
GRAIN COMMISSION.
MINNEAPOLIS AND DULUTH.

J. H. Riheldaffer Co.

153 Chamber of Commerce Annex
MINNEAPOLIS

Grain Commission

Careful personal attention given to consigned grain. We know its value.

GRAIN

BOOKS

G.F.
OLSON PRINTING CO.
CASH TICKETS SCALE TICKETS
STORAGE TICKETS

303-5 5th Ave. So., Minneapolis, Minn.

We solicit your **CONSIGNMENTS** for
Minneapolis, Duluth, Milwaukee, Chicago.

STINSON-TENNEY CO.

By consigning

a few cars of different grains of different grades, you will learn that as grain is different our service is also different from the rest. You will learn that we render the same satisfactory service in handling a poor car of grain as we render in handling a "Market topper." Consistent efforts and returns.

Consign us one car today,—we'll get the others. Start with the next.

McCaull-Dinsmore Company

Minneapolis

Grain Merchants

Duluth

Branch Offices: Helena, Mont. Omaha, Neb. Aberdeen, S. Dak. and Sioux City, Iowa

KANSAS CITY BOARD OF TRADE MEMBERS

R. J. THRESHER, Pres. L. A. FULLER, Secy.

Thresher Fuller Grain Co.
Grain Commission MerchantsConsignments Solicited
Grain Bought and Sold for Future Delivery
310-311 Board of Trade KANSAS CITY, MO.**ROAHEN-CARY GRAIN CO.**

"The RIGHT Commission Firm"

KANSAS CITY

MISSOURI

A.C. DAVIS & CO.Grain Commission
Mill orders a specialty
Consignments and Future Orders Solicited
KANSAS CITY, U. S. A.**HOEBEL GRAIN CO.**Consign Your Grain to a
Strictly Commission Firm
KANSAS CITY, MISSOURIHAY THERE!
GRAIN TOORussell Grain Co.
Kansas City, Mo.Consign it to
Smith Mann Grain Co.
"Those Hustlers"
K. C.**SHANNON GRAIN CO.**Consignments Solicited
KANSAS CITY, MISSOURI**Moore-Lawless Grain Co.**Conscientious Service on Consignments
Kansas City, Missouri**SOUND AND DRY
CORN**Immediate loading and shipment
insures you of satisfactory
returns.

GET OUR PRICES

Moore-Seaver Grain Co.
Kansas City Ft. WorthIf you are not shipping us,
Send us a car when shipping others.By comparison you will find
the service we render!**ERNST-DAVIS
GRAIN COMPANY**

KANSAS CITY, MO.

Special Attention Given to Futures

Members:

KANSAS CITY BOARD OF TRADE
CHICAGO BOARD OF TRADE
ST. LOUIS MERCHANTS' EXCHANGE**TONS to
Dollars and Cents**Designed primarily for the use of Coal and
Hay Dealers. This book of tables shows at
a glance the cost of any number of pounds
of coal or hay at any price per ton from
\$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It
is especially adapted for retailers. It is well
printed on good paper, and bound in cloth.
It has a marginal index. Size of book 4x8 1/2
inches, 110 pages.

Price \$1.00

GRAIN DEALERS JOURNAL
La Salle St. - Chicago, Ill.

PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS

CORN and oats in split cars find a
ready market here.**M. F. BARINGER** THE BOURSE
502-3-4 **PHILADELPHIA****Mention
This
Journal**When you write to
any of our Adver-
tisers; you'll get a
prompt reply.**L. F. MILLER & SONS**
Receivers and Shippers of
GRAIN, FEED, SEEDS, HAY, ETC.
CONSIGNMENTS SOLICITED

Office 2931 N. Broad St., PHILADELPHIA, PA.

OATS and CORNIt's profitable for you to ship to
E. K. LEMONT & SON
388-390 Bourse Bldg., Philadelphia, Pa.
Thirty-six years' experience assures it.**E.E. DELP GRAIN CO.**ELEVATOR AND MILLS
BOURBON, INDIANA
Eastern Office, - Philadelphia, Pa.**WANT HELP?**Then consult the "Situations Wanted"
columns of the Grain Dealers Journal.

INDIANAPOLIS BOARD OF TRADE MEMBERS

The Mutual Grain Co.
INDIANAPOLIS, IND.

COMMISSION and BROKERAGE

Best of attention given each shipment
We have some fancy natural white seed oats**The Bassett Grain Co.**Indianapolis, Indiana
616 Board of Trade Building
Phones 80GET OUR FIRM PRICES ON
Sound Yellow Ear Corn
Official Weights and Inspection. Prompt returns.
We don't work on shippers capital. Write us.
MERCHANTS HAY & GRAIN CO.
INDIANAPOLIS, IND.

RECEIVERS, SHIPPERS AND BROKERS

McCRAY, MORRISON & COMPANY

Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS

When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.

None are more able to give you this than we.

Correspondence Solicited. KENTLAND, INDIANA

E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

McLane, Swift & Co.

Buyers of Wheat, Corn, Natural and Clipped Oat, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.

BATTLE CREEK :: MICHIGAN

Paul Kuhn & Co.

Receivers and Shippers of

GRAIN

Terre Haute and Evansville, Ind.

CRABBS REYNOLDS TAYLOR CO.

GRAIN AND CLOVER SEED
CRAWFORDSVILLE INDIANA

IOWA-DAKOTA GRAIN CO.

Grain and Commission Merchants

FURNISHING GRAIN TO MILLS AND INTERIOR POINTS A SPECIALTY

Write or Wire for Prices. SIOUX CITY, IA.

E. F. Shepard O. W. Trapp Chas. G. Clark

Shepard, Clark & Co.

218 Columbia Bldg., CLEVELAND, O.

GRAIN HAY STRAW

Dried Beet Pulp. "Hector" Distillers Grain. Mill Feed

E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of
Corn, Oats, Millfeed

ASK FOR PRICES

The D. W. RANLET CO.

708 Chamber of Commerce, BOSTON, MASS.

Cash buyers of all kinds of grain, for the New England Territory. Sample wheat, barley, screenings, oat-feed, malt sprouts, etc., specialties. We solicit correspondence

BALDWIN GRAIN COMPANY

GRAIN BROKERS
BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

L. E. SLICK & CO.

402-405 Livingston Bldg., Bloomington, Ill.

CASH GRAIN

We Buy Grain for All Markets.
Both Phones. Get Our Prices.

MATTHEW D. BENZAQUIN

GRAIN AND FEED
Brokerage and Commission
Domestic and Export

505 Chamber of Commerce, BOSTON, MASS.



W. W. WILLIS, Broker

Will handle your accounts on usual brokerage terms.

CENTRAL WEST VIRGINIA TERRITORY
Wire me your offerings on Grain, Hay, Straw and Mill Feeds. Straight and mixed car lots. Correspondence Solicited.

Lowndes Bldg., Clarksburg, W. Va.

"STOCKBRIDGE SERVICE SATISFIES"

BUYERS AND SHIPPERS OF

GRAIN, HAY, BEANS AND WOOL

Stockbridge Elevator Co.
JACKSON, MICH.

U. S. FEED & GRAIN CO.

Dealers in GRAIN, HAY, MILL FEED
Manufacturers MIXED FEEDS
Correspondence Solicited

MEMPHIS, - TENNESSEE

CHAS. A. GEIGER GRAIN CO.

Grain Merchants

Choice Kansas Hard and Soft Wheat
Corn and Oats.

Pure White Milling Corn a Specialty.
Ask for samples and prices.

Members of Kansas Grain Dealers Association.
ROBINSON, KANSAS

WILLIS E. SHELDEN

Wholesale Grain
JACKSON MICHIGAN

BARRY GRAIN CO., Inc.

ALBANY, N. Y.

GRAIN COMMISSION

Chicken wheat a specialty. Quote us, and send samples of all off-grade grains you have to offer. We want new corn and oat offerings direct from country shippers.

KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS

Field Seeds a Specialty

NORTH MANCHESTER, INDIANA

GRAIN CONTRACTS

Form 10 is a duplicating contract book, containing 100 original and 100 duplicate contracts for contracting the purchase of grain from farmers; originals and duplicates are printed on bond paper of different colors, with spaces on the back of the leaf for entering grain delivered on the contract. By using a sheet of carbon paper between the original and the duplicate, each entry on one is duplicated on the other. The contracts are numbered in duplicate. Check bound, size 5 1/4 x 8 1/2 inches. Machine perforated. Price with four sheets of carbon paper, \$1.00.

GRAIN DEALERS JOURNAL

315 S. La Salle Street Chicago, Ill.

Clark's Double Indexed Car Register

Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14 1/2 inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

ORDER FORM 40 contains 36 pages, bound in heavy canvas covers with spaces for registering 9,000 cars. Price, \$1.50.

ORDER FORM 42 contains 68 pages, bound in art canvas covers with spaces for registering 17,000 cars. Price, \$2.50.

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.

IF YOU WANT

regular country shippers
to become familiar with
your firm name, place
your "ad" here :: ::

Western Life

PUBLISHED BY UNION IRON WORKS, DECATUR, ILLINOIS

Vol. 1, No. 2

March 10, 1913—One Page

Price: One Look

GRAIN MAN FOUND GUILTY

Investigation Clears Mystery

Grainpoint, Iowa, Feb. 25.—I. B. Graindealer, an elevator operator here, was today found guilty of securing money through mysterious yet legal methods, by a local investigation committee.

Mr. Graindealer is one of five elevator operators at this station, and though his elevator is smaller, and he does not overbid for grain, he by far gets the most grain and makes the most money. There is no difference in the grades of grain hauled to his house than that hauled to the others, yet his corn grades from 2 to 3, his oats "Standard" and above, and other small grains always top the market.

The other grain men, on account of present conditions, are having a hard time to keep on the right side of the credit sheet, began to wonder, then to act, and the committee was appointed.

They surprised Mr. Graindealer today, just when he was loading out a car, and farmers were continuously driving up to the scale. The surprise was on the committee. Mr. Graindealer was sitting nonchalantly before his scale, unconcerned about the running of the elevator.

The committee, after a fiery cross examination and a thorough investigation, made the deduction that it was the up-to-date facilities for a rapid and profitable handling of grain in the elevator which proved so profitable to Mr. Graindealer. There was no mystery about it. A grain cleaner is a grain cleaner, a sheller a sheller, yet the "Western" Machinery was different from the rest.

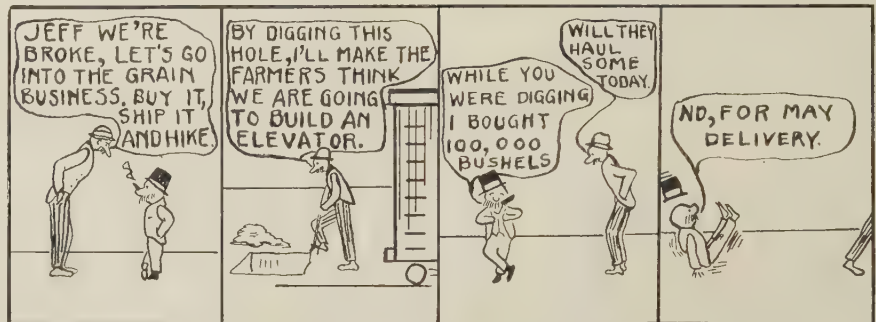
A later report states that, at a meeting of all the grain men, the rest have decided to install the "Western" Line of elevator machinery in their elevators. The profitable experience and continuous satisfaction of Mr. Graindealer advise all elevator operators in the country to follow his plan this Spring when improving their elevators.

EX-PRESIDENT MADERO MIGHT HAVE USED "WESTERN" MACHINERY AND BEAT DIAZ

It is the opinion of others to believe that it would have been more satisfactory and comfortable for the ex-president of Mexico, Francisco I. Madero, to have gone into the grain business with an elevator equipped with "Western" Elevator Machinery.

Possibly he knew less about the grain business than he did of knowing how to rule a country, but yet one does not have to know much more than the daily prices to operate a successful grain business if the elevator is equipped with "Western" Machinery. "Western" Machinery means an increased margin, a more rapid handling and cleaning of grain, and a grain business of continued satisfaction and success.

JEFF IS A GOOD GRAIN BUYER. NIT! Apologies to Fisher

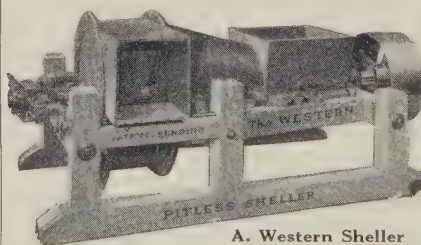


A. Western Sheller Leads Inauguration Parade

WASHINGTON, D. C., Mar. 4.—A. Western Sheller of Decatur, Ill., was chosen as leader of the Inauguration Parade—the inauguration of new elevator machinery this Spring. Mr. Sheller's wide acquaintance and many friends demanded that he was the one to lead a long career of success and shelling satisfaction in the grain elevator business.

The filling of such a distinguished position will mean that Mr. Sheller will be called upon to lead many successful grain elevator machinery installation parades in the near future, and grain points desiring his presence should write at once to the office of Mr. Sheller at Decatur, Ill.

Photograph of Mr. Sheller is herewith produced. It is the picture of one every grain man should frame, and keep before him.



A. Western Sheller

"Heart Balm"

Question—"I am in love with a Miss Good Business and she could make me happy if I could but win and keep her. I find that she is sensitive and only goes where she is well treated, but I find that she is hard to hold, demands so much attention that I am continually striving to keep the one I should have. How can I hold her forever?"

A. GRAINMAN

Answer—Try using the "Western" line of elevator machinery and Miss Good Business will be yours forever, and what's more, she will not take too much of your attention, and yet will be content with you. The two of you should then be happy forever.

Demand for Clean Grain Increasing

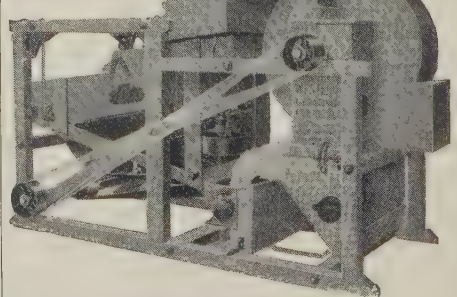
Grain Buyers Are Becoming More Particular and Are Paying Premium Prices

Grain buyers everywhere are becoming more and more particular in buying good, clean, sound grain, and are willing to pay a premium price to satisfy their want.

The elevator man, who cleans his grain, has no trouble whatever in finding a good market, and in most cases securing a price over the market. This demand and the use of a grain cleaner enables the grain man to buy poor grain, and, instead of receiving "sample grade" returns for grain he paid standard price for, he receives the handsome profit of a premium price.

The man who cleans his grain is making money, but the man who cleans his grain with a "Western" Gyration Cleaner is making most.

A "Western" Cleaner enables him to handle more grain quicker, clean it better, and at a lower

A "WESTERN"
Gyrating Cleaner

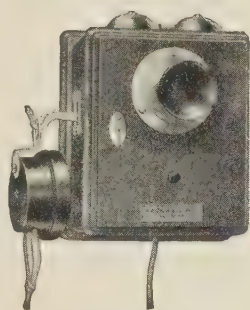
operation cost. Hence the increased quantity and quality with a decreased cost means a wider margin.

Seizing today's opportunities is putting both hands on tomorrow's success. The demand offers the opportunity, an order today for a "Western" seizes it.

Read the "WESTERN LIFE"
Subscribe for the "WESTERN LIFE"

We are offering a booklet entitled "Everything From Pit to Cupola" as a premium. Send your postal for one today. Free.

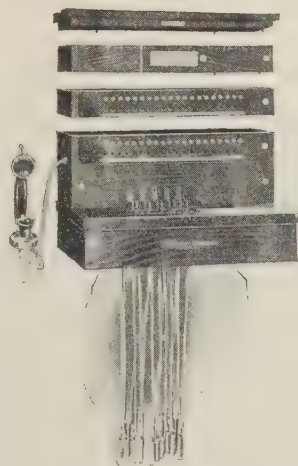
UNION IRON WORKS, Decatur, Ill.
Adv.



Two-Station
to



Twenty-Four
Station.



Twenty-Station
and over.

A PRIVATE TELEPHONE SYSTEM WILL STIMULATE EFFICIENCY IN YOUR ORGANIZATION!

Western-Electric Inter-phones

are a necessary convenience wherever communication is regularly carried on between two or more departments.

Inter-phones will take care of your requirements for two to twenty-four station equipments.

If your requirements exceed that number of stations, the **No. 1801 Sectional Unit Switchboard** will meet them. Built like a sectional bookcase, you need only buy enough equipment to fill your present needs. When your plant expands, you can buy more.

WESTERN ELECTRIC COMPANY

EVERY BELL TELEPHONE IS

Manufacturers of the 7,000,000 "Bell" Telephones

"SAVE TIME AND FREIGHT"



WESTERN ELECTRIC TELEPHONE

New York
Buffalo
Philadelphia
Boston
Richmond
Atlanta
Savannah

Chicago
Milwaukee
Pittsburgh
Cleveland
Cincinnati
Indianapolis
St. Louis

Kansas City
Oklahoma City
Minneapolis
St. Paul
Denver
Omaha
Salt Lake City

San Francisco
Oakland
Los Angeles
Dallas
Houston
Seattle
Portland

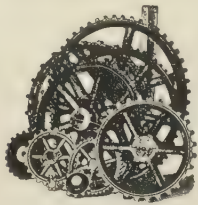
Montreal
Toronto
Winnipeg
Calgary
Vancouver
Edmonton
Antwerp

London
Berlin
Paris
Rome
Johannesburg
Sydney
Tokyo



EQUIPMENT FOR EVERY ELECTRICAL NEED

"TELEPHONE OUR NEAREST HOUSE"



SPROCKET WHEELS
Plain, Split or with Clutches



By comparison the best. Full line of
WAGON, HOPPER AND DUMP SCALES



PULLEYS
Cast Iron, Steel, Rim, Wood
Split, Friction Clutch



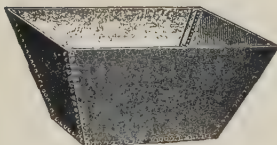
CUP BOLTS
All kinds



GRAIN TESTERS
All sizes



BELTING
Rubber and Leather



BOOT PANS
All sizes



SALEM CUPS



SPROCKET CHAIN
All sizes



CAST IRON BOOTS
Adjustable. All sizes.



LOADING SPOUTS
Best material. Made in any size.



BIN GATES
All kinds



COUPLINGS
All styles. Royersford, Compression Coupling.



EMPIRE CUPS



BEARINGS
Plain and Self-oiling

LARGEST STOCK

Grain Elevator Machinery and Supplies

LOWEST PRICES

**SHEAVE WHEELS
TRANSMISSION ROPE
DISTRIBUTING SPOUTS
INDICATOR STANDS
SPIRAL STEEL CONVEYOR
CONTROLLABLE WAGON DUMP
PLAIN DUMP IRONS
EAR CORN FEEDERS
FEED MILLS
MAN LIFTS, ETC.**

**Get Our Prices on Gasoline Engines and
Automatic Scales Before Buying. We
Will Save You Money.**

**SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.**

Can we favor you with a copy of our Handy
Net Price Catalog?

Everything in the Elevator

CAN BE HAD FROM THE

American Supply Co.

OMAHA NEB.

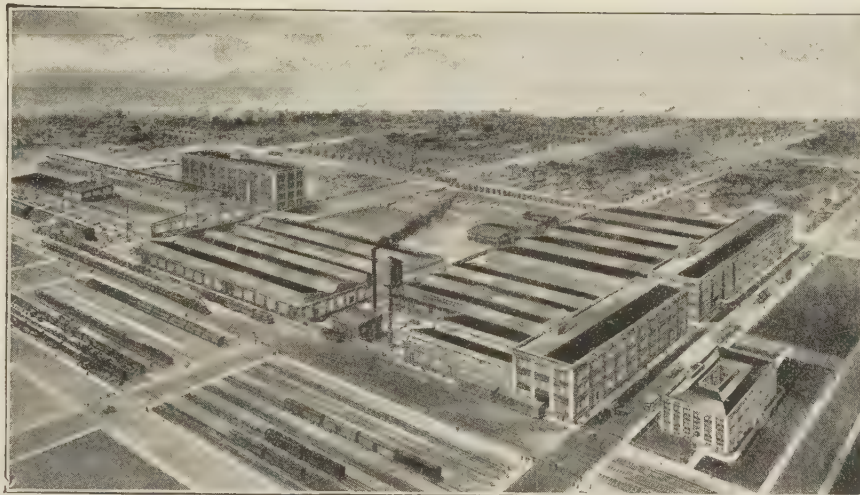
New Shops OF Barnard & Leas Mfg. Co.

New Tools.

New
Conveniences.

Improved
Facilities.

We make from
the crude mate-
rial every ma-
chine needed in a
modern flour
mill and elevator.



New
Appliances.

Larger
Capacity.

We are not en-
gaged in any side
lines to distract
and divide our
time and atten-
tion.

This Is A Full Line House

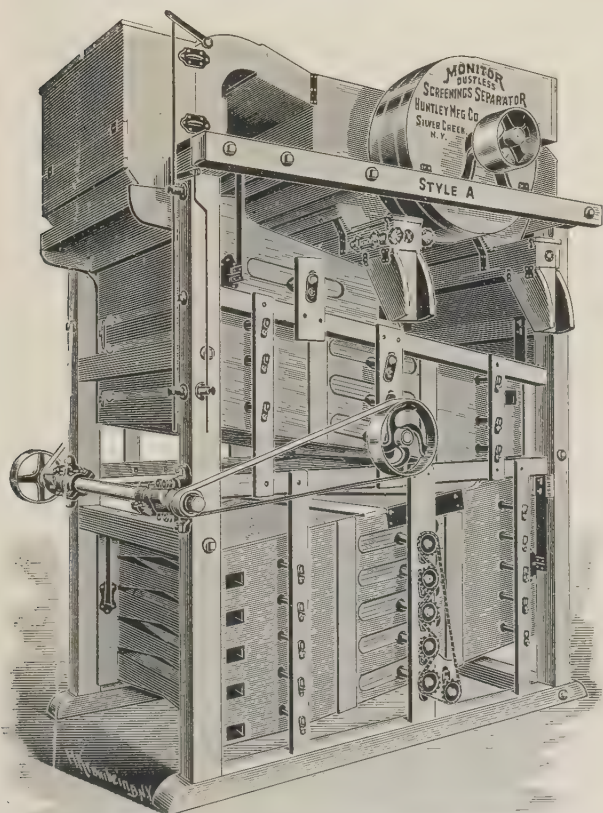
It will be to your advantage to give this
model plant a trial on your next order.



BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



"MONITOR"

Are Your Screenings A Loss To You?

How much do *you* lose by not reclaiming from
your screenings the good wheat, oats, flax seed,
wild mustard, etc., in your mixtures? Why
sell those valuable seeds and grain at screen-
ings prices when you can easily and cheaply
separate them and sell at *much* higher prices?
Install this "Monitor" Screenings Separator
in your elevator, pass all your screenings
through it and gain the *same* handsome pro-
fits *many* of our largest, best equipped ele-
vators are getting from this "Monitor."
Investigate — ask for catalog No. 45.

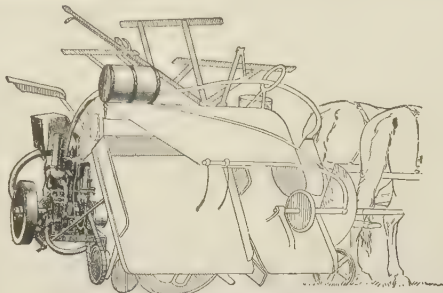
HUNTLEY MFG. CO., Silver Creek, N. Y.

MINNEAPOLIS, MINN. A. F. SHULER, 316 Fourth Avenue, South
CHICAGO, ILL. F. M. SMITH, 501 Traders Building
PORTLAND, ORE. C. J. GROAT, 601 Concord Building
WICHITA, KANS. J. B. RUTHRAUFF, 301 South Lawrence Street
ST. LOUIS, MO. S. J. McTIERNAN, 25 Merchants Exchange

Sell the Farmer a

CUSHMAN BINDER ENGINE

It will save an extra team on any binder. It insures his harvest, and gives him the best all around 4 H. P. engine ever built for the farmer. It takes gasoline only in proportion to the work done. It is a wonderful engine doing a wonderful work.



4 H. P. Weight 167 lbs.

OUR 40-PAGE CATALOG FREE

CUSHMAN MOTOR WORKS, 2014 N St., Lincoln, Neb.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

"NESTOR"

SOLID WOVEN WATERPROOF BELTING

BUILT ESPECIALLY FOR ELEVATOR WORK

WRITE FOR CATALOG
JUST OFF THE PRESS

The American Fabric Belting Co.
CLEVELAND, OHIO.

A Special Belt for Elevating and Conveying Grain

Rexall

Double Stitched

Belting



Are you interested in a belt which will not only give maximum service handling grain, but will also cause no trouble from bucket bolts pulling out, plies separating, or edge abrasion?

Write us for sample and convincing "Reasons Why" REXALL BELTING will fill this specification.

Imperial Belting Company, Chicago

GRAIN ELEVATOR BUILDERS

G. H. Birchard
CONTRACTOR OF **Grain Elevators.**
Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

W. H. WENHOLZ
Contractor and Builder of
Grain Elevators and Feed Mills
Write for plans and specifications 214 S. 4th St., Springfield, Ill.
1212 50th Ave., Cicero, Ill.

You can get
A MODERN ELEVATOR
for the asking
W. H. CRAMER, St. Paul, Nebr.

DO YOU WANT?
a modern and up-to-date
elevator? Then write to
J. A. H. Whaley, Sedalia, Mo.
"Builder of Modern Elevators"
Plans and Estimates on request.

STEEL GRAIN TANKS
We are pioneers in this line and are building
tanks in the good old fashioned way. Joints
caulked and guaranteed water, weather and
bug proof. Long experience has demonstrated
the necessity of high grade workmanship to
make steel storage a success. We do it.
Wm. Graver Tank Works, East Chicago, Ind.

L. J. McMILLIN
Engineer and Contractor of
GRAIN ELEVATORS
Any Size or Capacity
627 Board of Trade Bldg., Indianapolis, Ind.

Elevator Transfer Houses
Repair and Remodeling Only
A. G. BOGGESS CO.
SIOUX CITY, IOWA
No Job Too Big, None Too Small

R. M. Van Ness Construction Company
Designers and Builders of
MODERN GRAIN ELEVATORS
Plans submitted. Correspondence solicited.
Offices at
LINCOLN, NEBR., and FAIRBURY, NEBR.

Grain Elevators
Warehouses Seed Houses
WOOD OR FIRE PROOF
T. E. IBBERTSON
Elevator Builder
Minneapolis Minn.

Decatur Construction Co.
Incorporated
Designers and
Builders of **GRAIN ELEVATORS**
COAL HANDLING PLANTS, WAREHOUSES, ETC.
Correspondence Solicited
510-512 Wait Bldg. **DECATUR, ILL.**

A. H. RICHNER
Contractor of Grain Elevators,
Supplies and Chain Grain Feeders
CRAWFORDSVILLE, IND.

A. F. ROBERTS
ERECTS ELEVATORS
CORN MILLS
WAREHOUSES
FURNISHES PLANS
ESTIMATES
MACHINERY
SABETHA, KANSAS

O. J. LEHRACK Contractor of
Mill Buildings and Concrete Storage Tanks
KANSAS CITY, MO.

F. V. BARNETT
Contractor and Builder of
GRAIN ELEVATORS
20 Years' Experience
Write me before building or remodeling
INDIANOLA, ILL.

GRAIN ELEVATOR
Designing and Construction
Made a Specialty
Witherspoon-Englar Co. Menadnock Bldg.
CHICAGO

Your Profits
can be increased by installing a Mill and an
Oil Engine. Write for particulars to
S. J. THOMPSON HOLTON, KAN.

CERTIFICATE OF WEIGHT

FORM 88 is designed for making
a certified statement of the weight of
a car of grain and the condition of
the car. It has spaces for Date, Car
No., Initial, Date Loaded, Number
of Pounds, Kind of Grain, Seal Rec-
ord, Firm Name, and Weigher.

These forms are duplicating and are
check bound, 75 originals and 75 du-
plicates in each book. The original
forms are printed on bond paper and
are machine perforated so that they
will tear out readily. The duplicates
remain in the book as permanent
record. The certificates are num-
bered in duplicate. Size 8½x4½ inches.
Price with four sheets of carbon
paper, 75 cents.

GRAIN DEALERS JOURNAL
315 S. La Salle St., **CHICAGO, ILL.**

Morley Bros., Haden & Plott
DESIGNERS AND CONTRACTORS
GRAIN ELEVATORS
WICHITA . . . KANSAS

H. Phone M 8037
HEIDENREICH
Concrete
Grain
Tanks
One Hundred Million Bu. Capacity In Use
Today
Plans, Specifications, Supervision
E. Lee Heidenreich & Co.
Consulting Engineers
Dwight Bldg. **Kansas City, Mo.**

To BUY or SELL
RENT or LEASE
an ELEVATOR

Place an adv. in the "Wanted" or "For Sale"
columns of the **GRAIN DEALERS JOURNAL**
of Chicago. It will bring you quick returns.

B

Burrell builds the best.

Burrell builds the best
of any type of an eleva-
tor in wood or concrete
construction. Plans and
estimates a specialty.
Write your wants to

**Burrell
Engineering &
Construction
Company**

1001 Stock Exchange Bldg., Chicago
1125 Chamber of Commerce
Detroit, Mich.
404 Iowa Loan & Trust Bldg.
Des Moines, Ia.

B

B

Burrell builds the best.

B

GRAIN ELEVATOR BUILDERS

REAL builders of REAL elevators **YOUNG LOVE CONSTRUCTION CO.**

218-219 Grain Exchange
SIOUX CITY, IOWA
WESTERN OFFICE, Box 326 Harlowton, Montana

THESE TWO FACTORS— **QUALITY AND PRICE**

should be most carefully weighed when considering the construction of a grain elevator, mill or warehouse. We assure you of the HIGHEST QUALITY and the most REASONABLE price consistent with first-class work. It costs nothing but a stamp to consult us. Take the few minutes today. Write the

Newell Construction Co.
Cedar Rapids, Iowa

Reinforced Concrete Grain Elevator,
Feed Mill and Warehouse, built in 1910
for Buffalo Cereal Co., at Buffalo, N. Y.



Fireproof Construction Elevators, Mills and
Warehouses. We prepare plans and make
lump-sum price for the complete work.

MONARCH ENGINEERING CO.

Chamber of Commerce

BUFFALO, N. Y.

Want a New Elevator?

Then,
Start Now
to get your location
Start Right

by getting it designed by a reliable Elevator Engineer

Let the Contract

to a responsible concern

Spend a Few Dollars

when building and save hundreds in operation, insurance
and repairs.

G. C. CHRISTOPHER

A. C. RYNDERS

Owners

The P. H. Pelkey Construction Co.

115 N. Emporia

Phone
Market 374

WICHITA, KANS.

LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

MANUFACTURERS OF

**DISTRIBUTING AND FLEXIBLE
SPOUTS. BOOT PANS, STACKS AND
TANKS, WAGON DUMPS, MAN LIFTS.**

**ALL KINDS OF TRANSMISSION CON-
VEYING AND ELEVATING MACHINERY**

**A FULL STOCK CARRIED.
GET OUR PRICES.**

BOOKS for GRAIN DEALERS

ACCOUNT BOOKS, SCALE TICKETS, GRAIN
TABLES, SHIPPING BOOKS, CIPHER CODES,
GAS ENGINE BOOKS, ETC. Tell your wants to

GRAIN DEALERS JOURNAL, CHICAGO, ILL.

Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75

GRAIN DEALERS JOURNAL

La Salle Street

CHICAGO, ILL.

GRAIN ELEVATOR BUILDERS

"They build ELEVATORS" W. N. CLAUS CO.

"Ask the Man who owns one."

Plans and Estimates not a Specialty, but a Reputation.

Sibley, Iowa

GRAIN STORAGE RECEIPTS for keeping a record of grain stored. 50 tickets, printed on bond paper 10 1/2 x 3 1/2 in., in each book. Order form No. 4. Price 50 Cents. GRAIN DEALERS JOURNAL, - - - 315 S. La Salle Street, CHICAGO

L.O. HICKOK & SON
BUILDERS
UP-TO-DATE

Elevators

WOOD OR FIREPROOF
Get Our Estimates

619 Flour Exchange, MINNEAPOLIS

JOHN S. METCALF CO.
GRAIN ELEVATORS
ENGINEERS CONSTRUCTORS
Plans and Specifications a Specialty.
Montreal, Que. Chicago, Ill.

Macdonald Engineering Co.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
Monadnock Bldg., CHICAGO, ILL.

Grain Storage Construction Co.
Mutual Life Bldg., BUFFALO, N. Y.
Builds Steel and Concrete Elevators
Write Us for Catalogue

FRANK KAUCHER & SON
Contractors Mills and Elevators
Wood and Concrete
ST. JOSEPH - MISSOURI



St. Lawrence Flour Mills Co., Limited.
Montreal, Quebec

This very complete plant recently constructed by

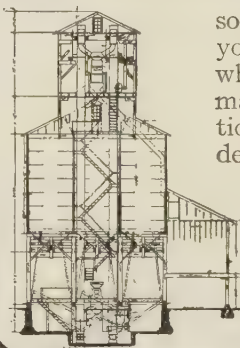
The Barnett & Record Company

Minneapolis - Minnesota
Fort William - Ontario
Duluth - Minnesota

Write us for designs and estimates.

NOT A CHINESE PUZZLE, BUT READABLE

PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

Reliance Construction Co.

Board of Trade INDIANAPOLIS, IND.

JAMES STEWART & CO. CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** in All Parts of the World



Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,600,000 Bushels.

GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago
W. R. SINKS, Manager R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.
Write or call on any of them

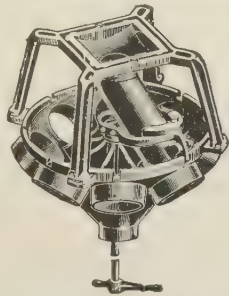
New York, Hudson Terminal Bldg.
Pittsburg, Pa., Henry Oliver Bldg.
San Francisco, Cal., 709 Mission St.
Canadian Stewart Co., Ltd., Montreal
St. Louis, Mo., Bank of Commerce Bldg.
New Orleans, La., Hibernia Bank Bldg.
Denver, Colo., First National Bank Bldg.
Canada, Eastern Township Bank Bldg.
Fort William, Ontario, Canada

HALL SPECIAL

(Elevator Leg)

COSTS LESS to BUILD, LESS to OPERATE, LESS to MAINTAIN. Elevates as much as **any** other leg double its size. Elevates constantly WITHOUT ATTENTION; WITHOUT STOPPAGE; WITHOUT CHOKES.

Capacity guaranteed in your elevator.

**THE BUSY SEASON**

of elevator building and repairing is here. Repairs are big items in maintenance of machinery. Shrewd purchasers estimate and calculate them closely.

ECONOMY OF SPACE and ECONOMY IN USE are important features.

THE HALL SIGNALING DISTRIBUTOR

is a simple, efficient, durable device which accomplishes ends none others reach as a thousand users will testify.

HALL DISTRIBUTOR CO., 222 Range Bldg., OMAHA, NEBR.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Tensizes 2 to 25 Horsepower.

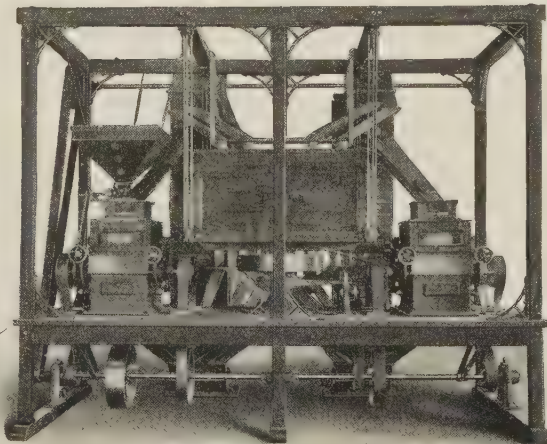
FREE Booklet on "Values of Feeds and Manures."

The N. P. Bowsher Co.
South Bend : : Indiana

**FEED MILLS**

Give Your Ad a Chance to
MAKE GOOD

Run it in the
GRAIN DEALERS JOURNAL

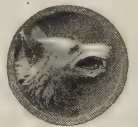
**The Best Partner You Can Get**

Take the Wolf Self-Contained Portable Mill into business with you. It will work right along for you without requiring much attention and make more money for you than nine-tenths of the men you might consider as prospective partners.

Just think of all that grain you have stored away in your elevator or warehouse while you are waiting for the market to "go up!" Why not make a little of it into flour "on the side."

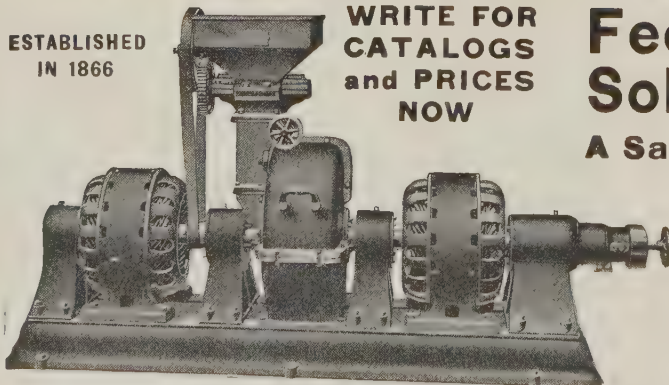
Do you want to know how this mill can be profitably run in connection with your grain business? Ask us to tell you.

THE WOLF COMPANY
CHAMBERSBURG, PA.

**"Monarch" Ball Bearing**

ESTABLISHED
IN 1866

WRITE FOR
CATALOGS
and PRICES
NOW



"Monarch" Ball Bearing Direct Motor Driven Attrition Mill
We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

Feed Grinders will always Solve All Your Troubles.

A Saving of from 35% to 60% in Power.

Don't Forget!

ELECTRICALLY

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

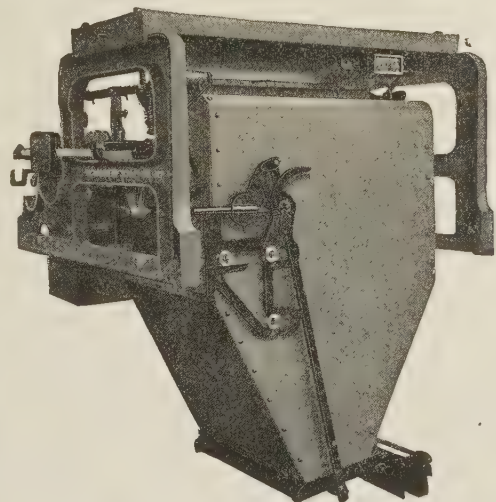
SPROUT, WALDRON & CO., MUNCY, PA.

THE MILL BUILDERS, P. O. BOX 260

WESTERN OFFICE: 9 South Clinton Street, CHICAGO

BRANCH OFFICE } 613 McKay Bldg.
PORTLAND OREGON

Are You Getting Your Part of the Dollar?



How much grain do you ship?

If you have no scale, or one that you can't be sure of, you get paid on the terminal elevator weights. Do you get all that's coming to you? Was that car in good condition? What if it leaked 50 bushels of your own good grain—are you so rich that you can afford to lose that?

If not, get a good scale, a

Richardson Automatic

FROM

RICHARDSON SCALE COMPANY

209 S. State Street, CHICAGO

Passaic
N. J.

Box 876
Kansas City, Mo.

413 Third St. So.
Minneapolis

Box 305
Omaha, Neb.

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

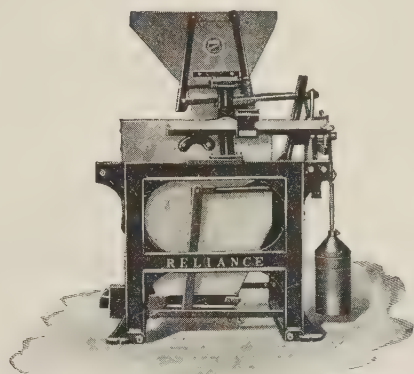
Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors



IF we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is.

In fact, it would not be as good and we would have to charge more for it,

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

Investigate.

Write for Catalogue.

National Automatic Scale Co.

West Pullman, Illinois

Power Equipment Co.,
Minneapolis, Minn.,
Northwestern Agents.

Orr Bros. Supply Co.
Cedar Rapids, Iowa,
Iowa, Agents

The Gerber Patent Flexible Chain Telescope Car Loading Spout



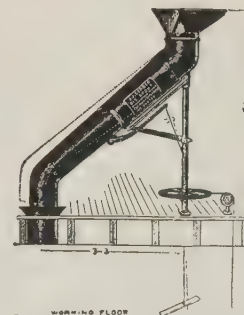
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swivel Joint at S.

The Gerber Improved Distributing Spouts

Are used 'n all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



BEWARE OF IMITATIONS.

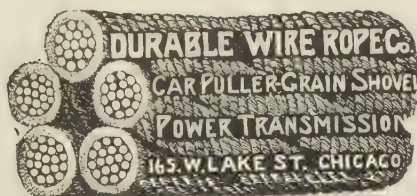
FOR SALE BY

J. J. GERBER, Minneapolis, Minn.

TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4 1/2 x 8 1/2 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.

**Cover's Dust Protector**

Rubber Protector, \$2.00

Send postpaid on receipt of price, or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.

**The Automatic Dump Controller**

This machine can be attached to old or new drop dump, with but small expense.

Absolutely automatic, out of the sink, and requires no attention. Has control of the dump from the time the trigger is pulled until it settles entirely down.

Its using oil for a cushion makes it self lubricating.

There are hundreds in use over the entire grain section.

Our list of testimonials, and numerous duplicate orders is conclusive evidence of their value.

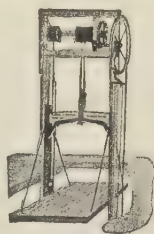
Satisfaction guaranteed.

For descriptive circular and list of users, write

L. J. McMILLIN

Board of Trade Bldg.

Indianapolis, Ind.

NEW ERA MANLIFT

Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
INVALID HOISTS
BOX HOISTS, ETC.

Write for prices when needing anything in our line

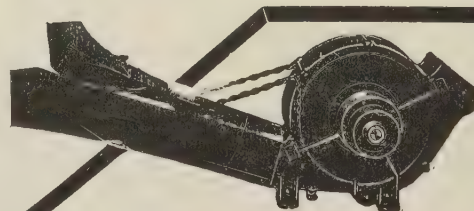
Sidney Elevator Mfg. Co., Sidney, Ohio

Mention this paper.

Double Safety Man-Lift

All-steel
Same Price
Weighs Less
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.
BRADLEY, ILL.**A Grain Man's Argument:**

"We are still using the car loader bought of you in 1903, and will say that it has been in constant use, and works just as well as it ever did."

GARDNER & LEWIS,
Cottage Grove, Ind.

"Works just as well as it ever did" after ten years constant use.

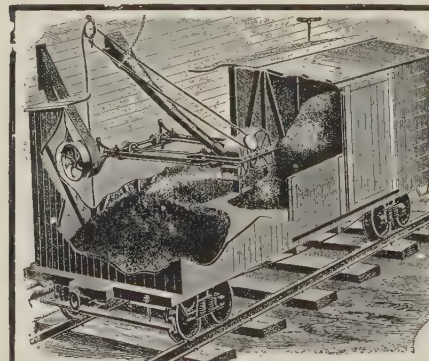
A most forceful argument in favor of the

Boss Car Loader

The compactness, durability, practical design, and satisfaction in operation and installation, assures this loader lasting longer than any other. Let us send our "Boss" on approval.

MAROA MFG. CO.

Dept. 3 - MAROA, ILL.

**LOAD ALL KINDS OF GRAIN**

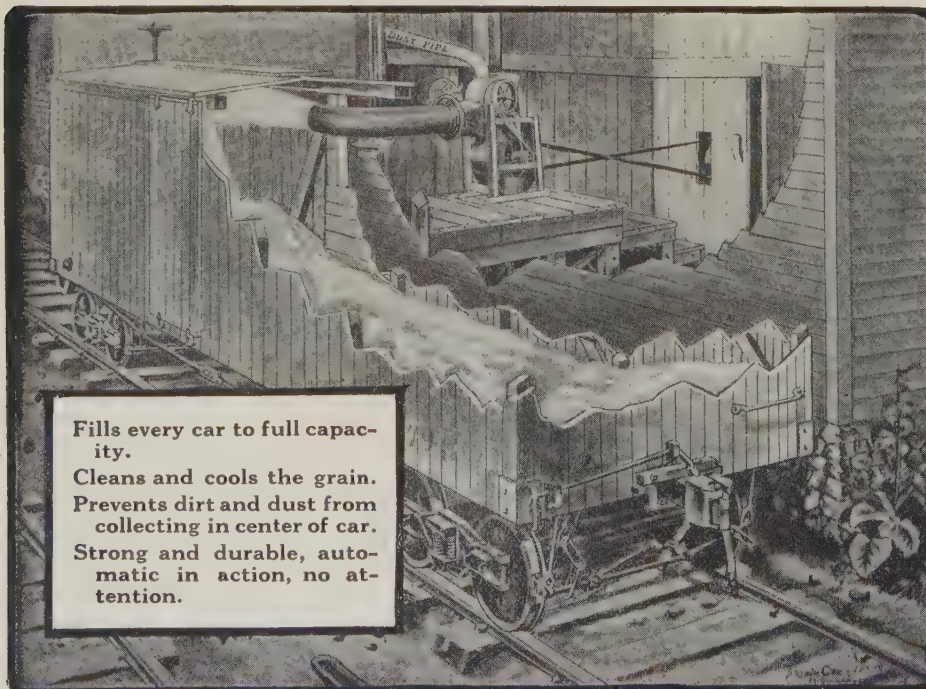
Elevator men who use gravity loading often wonder at the low grading at destination. The reason is that by gravity the light grain falls near the car door. Actual tests have demonstrated a difference in bushel from this cause of from 2 to 3 pounds per weight. But this is overcome with a

CHAMPION CAR LOADER

The mechanism of this machine is such that the grain going into the casing all together, the light with the heavy, is forced by the rotary to the extreme end of the car. This is an important factor in proper loading and the only way to get a fair grade at destination.

The Champion has other advantages.

Write us for full particulars.

E. BAUDER, - Sterling, Ill.

Fills every car to full capacity.

Cleans and cools the grain. Prevents dirt and dust from collecting in center of car.

Strong and durable, automatic in action, no attention.

This Man Knows

Why you should install a

PNEUMATIC CAR LOADER

Sylvan Grove, Kan., Aug. 2, 1912.
Mattoon Grain Conveyor Co.

Gentlemen:—The machine does the work in first class condition. It is all that we could ask for. It loads the large cars to their full capacity, without a bit of shoveling. We are very well pleased with the work this machine does. If at any time you wish to use our name we would be pleased to give anyone a recommendation on this machine. Enclosed find bank draft for the machine.

Yours truly,
Farmers Elevator Co.
S. Frey, Mgr.



Write for further reasons

MATTOON
GRAIN CONVEYOR CO.

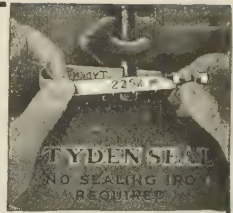
MATTOON, ILL.

Milwaukee Bags

Our "Aurora A" is a full size 2 bu. 16. oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices. Why not "Hindoo" Jute Twine for tying? Milwaukee Bag Co., Milwaukee, Wis.

Tyden Car Seals Prevent Losses and Claims.



Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers.

Write for samples.

International Seal & Lock Co.
Hastings, Mich.

Chicago Office, 617 Railway Exchange.

CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

1001-1015 W 21st St., cor. Morgan St.
CHICAGO, ILL

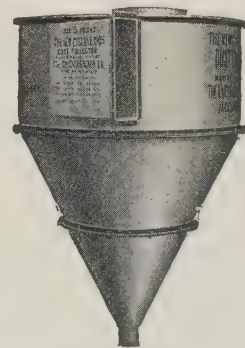


Patented

IT IS 40 PER CENT

More Efficient—With 75% Less Friction—That's All.

If this interests you write for our catalog.



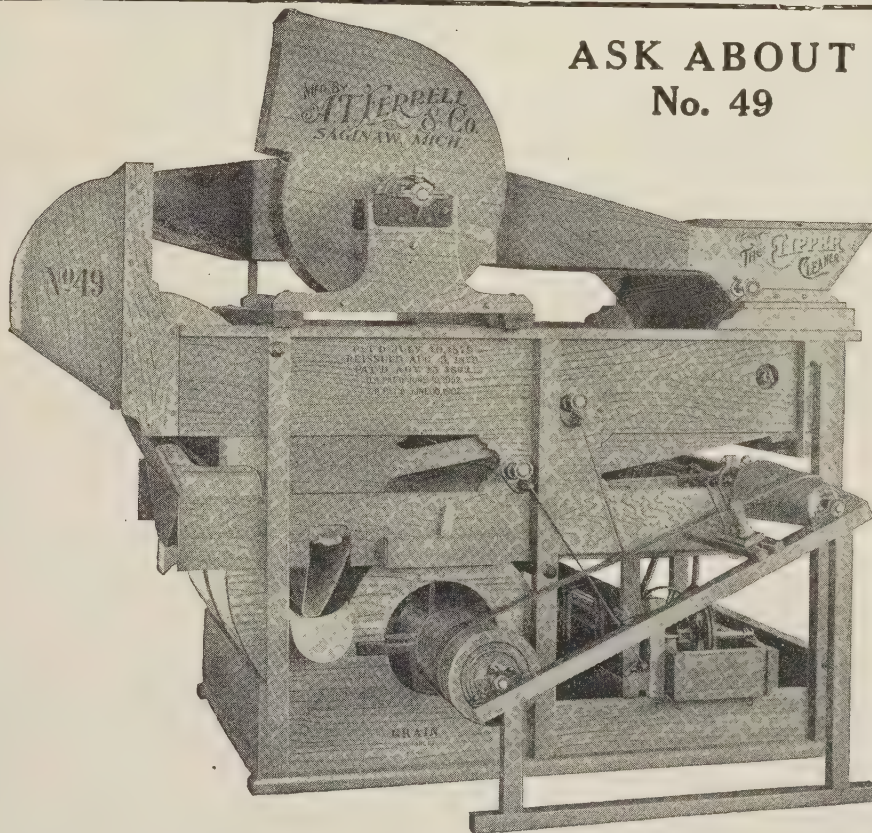
THE NO-BACK-PRESSURE "1905"

Cyclone Dust Collector

**The Knickerbocker Co.
JACKSON, MICH.**

Write for our Catalog—Save Money.

ASK ABOUT No. 49



Thousands of local elevators are using the "Clipper"

Thousands of local elevators are using the "Clipper," because of its economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. No other cleaner has equaled the fine separations of the "Clipper." No other of medium price is as well adapted for this class of work.

Quick, easy and simple in installation and operation. With or without traveling brushes. All modern improvements.

The "Clipper" requires but one-fourth the power of any other suction cleaner made of equal capacity, and has a wider range of variety of work.

We have the successful combination cleaner. We guarantee satisfaction. Let us send our catalog and sample screen plate.

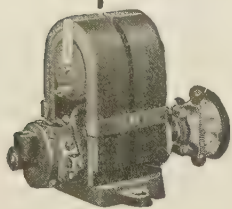
A. T. Ferrell & Company
Saginaw, W. S., Michigan

DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.



A "Wizard" Magneto

Saves Continuous battery replacing expense.
Saves time, worry and costly break-downs.
Never-varying power saves the elevator.
There is but one cost to the "Wizard"—the first.

Write for Catalog GD

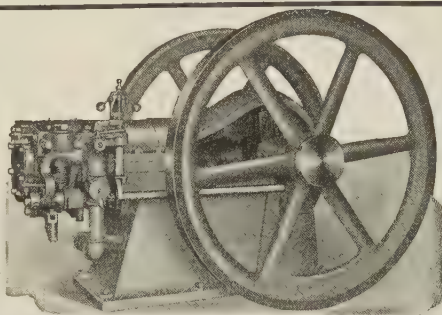
Hercules Electric Company
Indianapolis, Ind.

IMPROVED NEW ERA

Gas and Gasoline Engines

10, 20 and 40 H. P., Little Giant from 8 to 20 H. P., also large number of factory rebuilt Little Giant and New Era Engine from 5 to 75 H. P.—Reliable and bargains.

THE PORTSMOUTH ENGINE CO.
PORTSMOUTH, OHIO

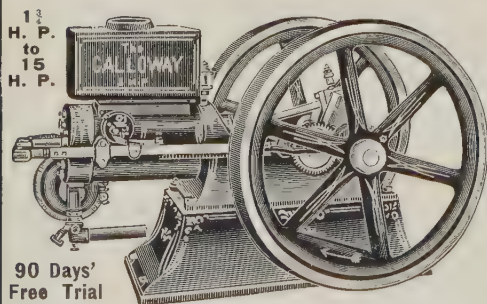


I Want Every Elevator Man in the Country to Try My Engine for 90 Days at My Expense

I want every elevator operator to take my New 1913 Model Gasoline Engine, and use it for one month, two months or three months—free. Install it in your elevator, give it any test you care to for 90 days. Put it through the tests, leave it and go about your business, compare it with others you know of and have tried. Then you know how a Galloway compares with other engines in power efficiency, durability and satisfactory and inexpensive operation. Experience will teach you when business is heavy, loads are coming in continuously, and you cannot devote too much attention to the running of your engine and machinery, then you will see the perfect pace the Galloway sets for smooth running of your other equipment. If after 90 days you think there is a better engine on the market at less than two or three times the cost of a Galloway, send it back—I'll pay the freight both ways.

I'll put \$50 to \$300 in your pocket

I mean it—I'll save you that amount on the first cost alone, and guarantee it. I send the Galloway direct from factory to you. No jobbers, wholesalers, retailers, salesmen or middlemen profits to pay. You put their profits in your own pocket.



Wm. Galloway, Pres.

WM. GALLOWAY CO.

1785 Galloway Station, WATERLOO, IOWA

Special Service Bureau—Free

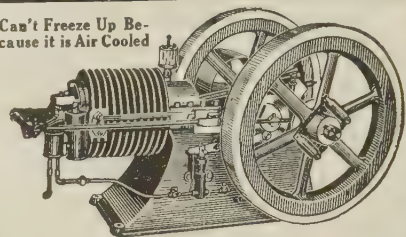
A force of Engine Experts at your command without charge. They tell you just the engine to select for your power needs, how to test and judge an engine, and how to fit up your power plant. This service is free, whether you buy a Galloway or not.

Before buying an engine for that new or old elevator this Spring, write for my

ENGINE BOOK

Our advice, experience, knowledge and offer doesn't cost you anything, but not using it will. Write right now.

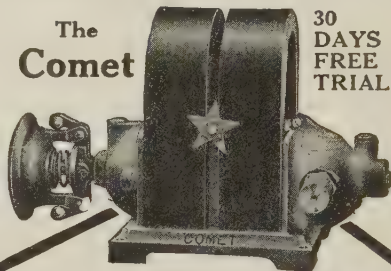
Can't Freeze Up Because it is Air Cooled



Sizes 1 1/2 to 12 H. P.
We have a very attractive proposition to make owners of Elevators regarding the GADE AIR COOLER. The GADE is so simple, economic and reliable that you cannot afford to be without it. Always ready winter or summer. No delays by break-downs or freeze-ups. *Get Our Special Proposition at Once.*
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

The Comet

30
DAYS
FREE
TRIAL



Don't figure the first cost
—OF—

The Comet

Figure the money saved in the end

Experience with Magnetos has proved their superiority over batteries or dynamos, and experience with the Comet will prove it to be the simplest, most compact, and most powerful magneto made.

For Make & Break Spark \$10—For 1 or 2 cyl., jump \$11
WRITE FOR CATALOG

HENRICKS NOVELTY CO.
1243 St. Paul St., Indianapolis, Ind.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

GRAIN SHIPPING LEDGER

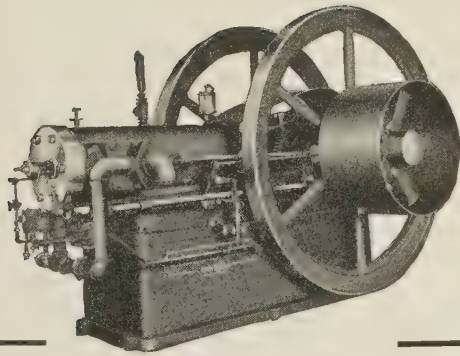
Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1/2 x 15 1/2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.50.

Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

Judicious Advertising as Irresistible as Niagara
The Journal Continuously Demonstrates It



Fairbanks-Morse Oil Engine

Oil supplies power for this engine at Less than Half the Cost of Gasoline.

No experienced engineer or continual attendance required.

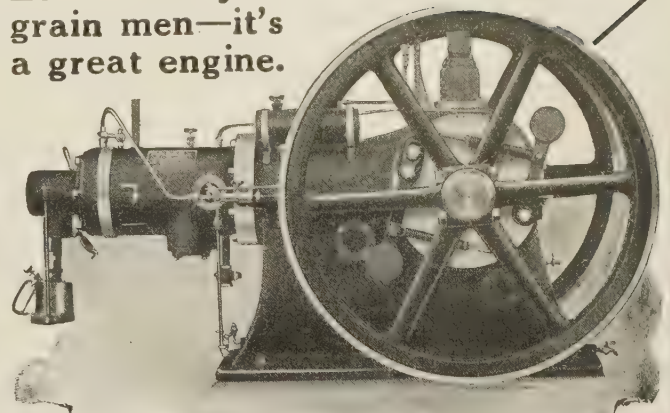
Such tremendous saving in power cost is worthy of your serious consideration.

Write us for Catalog No. 550N5. State power required

Fairbanks, Morse & Co., 900 S. Wabash Ave.
Chicago, Ill.

Fairbanks Scales, Electric Motors, Feed Mills, Lighting Plants

Let me tell you grain men—it's a great engine.



The "MUNCIE"

The Real Oil Engine.

Not a "made-over" gas or gasoline engine, but an engine designed and built to render the utmost power efficiency on the cheapest fuel known. It operates perfectly on the cheapest Fuel Oils, also on Crude, Solar and Gas Oils, Kerosene, Distillate, and Naphtha without any change in the engine whatever.

It is the real oil engine, because it has been accepted by the largest number of oil engine users as STANDARD.

No batteries, magnetos or dynamos. It's worth the money to write for more about the "Muncie." Write

Muncie Gas Engine & Supply Co.
54 Ohio, Cor. Railroads
Muncie, Ind.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought }
Form 385 Record of Car Loads Shipped } **PRICE, \$3.00**
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

\$100 A YEAR TO YOU—FREE

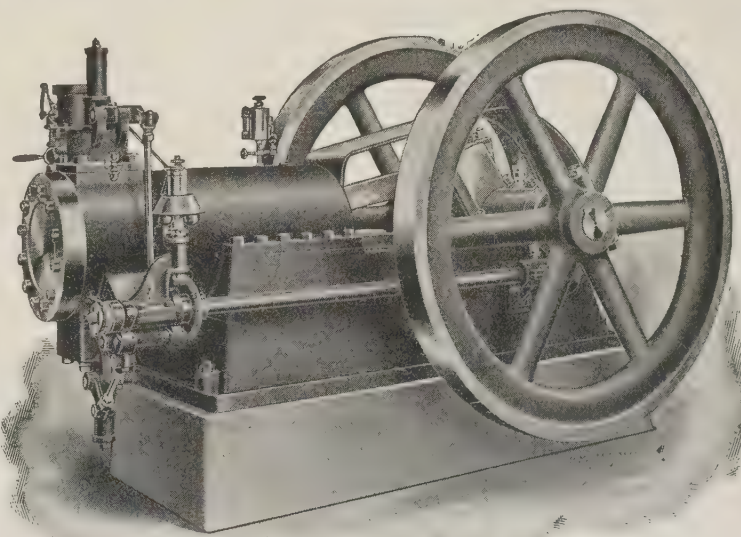
If you are spending \$200 a year for fuel, by installing a

"SUPERIOR" Kerosene Engine

we indirectly give you \$100 per year. A "SUPERIOR" cuts your fuel bill in half. It is the most economically efficient and reliable power a grain elevator operator can install, being made from the best raw materials, and developed into the finished engine in a factory built and equipped for the manufacture of one of the most durable engines on the market.

Every "SUPERIOR" Kerosene Engine is tested at our factory until we are convinced, by actual test, that it will do all we claim, and more.

The above facts should warrant your investigation. Investigation will warrant your installation. Write right now for catalog.



SUPERIOR GAS ENGINE CO., Springfield, O.



SUCCESS SAFETY MAN LIFT

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1911

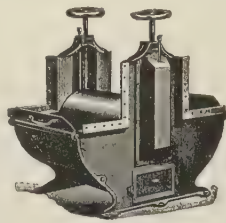
DO IT NOW

HASTINGS

Foundry & Iron Works
HASTINGS NEBR.

A Want Ad in the JOURNAL
printed,
Brings Business, Gets Results
Unstinted.

Below Zero Prices



C. I. BOOTS
BELTING
BUCKETS
GEARS
SPROCKETS
CHAIN
WAGON
DUMPS
SPOUTS

Complete Elevator
Equipment

Murphy Mfg. Co.

Kansas City, Mo.



HAY

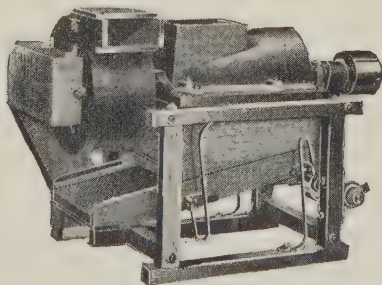
Ship Your HAY to

ALBERT MILLER & CO.

192 N. Clark Street, CHICAGO, ILL.

GOOD SALES

QUICK RETURNS



One Big Thing

about "N & M. Co." Elevator equipment is its absolutely reliable service. You can depend upon it at all times. Write us about any new equipment you need. Our suggestions or advice can probably put you on the road to much greater efficiency.

NORDYKE & MARMON CO.

Est. 1851

America's Leading Mill Builders

INDIANAPOLIS, IND.

SIXTY YEARS OF SUCCESSFUL MANUFACTURING

RAILROAD CLAIMS BOOK

This book is designed to facilitate the making of Claims against railroads and keeping a complete record of them. Contains five forms in duplicate arranged so a carbon copy can be kept of each claim, as follows:

- 60—Form A. Loss of weight in transit.
- 10—Form B. Loss in market value due to delay.
- 10—Form C. Loss in quality due to delay in transit.
- 10—Form D. Loss in market value due to delay in furnishing cars.
- 10—Form E. Overcharge in freight.

This book will save its price many times over by economizing time and labor, and insuring an accurate and complete record. Form 411-5 Price \$1.25.

GRAIN DEALERS JOURNAL,

315 So. La Salle St., CHICAGO, ILL.

Three bidders, and yet he did not sell.

Three wud-be buyers for his elevator, before he even put it on the market, and yet he did not sell to any of the three.

But he did advertise his elevator for sale in the "Elevators For Sale" columns of the Grain Dealers Journal, and sold his business to one out of fifteen would-be buyers who replied to his advertisement.

Now, he could have sold the plant in the beginning to one of the three, but selling it to the highest bidder out of fifteen was more profitable.

A man in the grain business, looking for a better location, or a man not in the trade but desiring to enter,—when both have really made up their minds to buy, are willing to pay a more-than-satisfactory price for an elevator to their liking, and yours may be just the house one of these buyers wants.

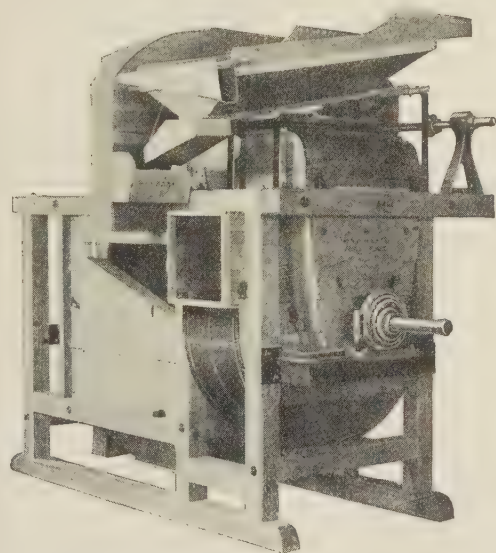
The large circulation, the tendency of the wud-be buyers to look to the grain trade's accepted medium for "Wanted and For Sale" advertisements when desiring to buy or sell an elevator, and the opportune time, assures **your** "Elevator For Sale" advertisement in the Journal many satisfactory replies. Hence an early and satisfactory sale. Try it, costs but 20c per line.

Send your trial ad today.

Grain Dealers Journal

(Elevator Exchange)

315 S. La Salle St. Chicago



HEAVY DUTY CONSTRUCTION

Ball Bearings
Automatic Clipping Regulator

Wherever Oats Are Cleaned

This new Eureka Clipper
will be found
desirable, profitable and essential,
particularly
on this season's off grade, rusty grain.

Let us tell you about this
"Machine of Accomplishments"

Catalog Free

THE S. HOWES COMPANY
SILVER CREEK, N.Y.

For Sale



For particulars see the
"ELEVATORS FOR SALE"
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 100 pages, 8½ x 14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. Price \$1.50.

GRAIN DEALERS JOURNAL, LaSalle St., Chicago, Ill.

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½ x 16½ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

KANSAS ELEVATOR FOR SALE or trade in best wheat and corn belt in state. Address, Kansas, Box 5, Grain Dealers Journal, Chicago.

CENTRAL OHIO ELEVATOR for sale, good corn and oats country, coal trade. Sell cheap. Address, E. H. W., Box 1, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

EASTERN COLORADO, for sale, grain and coal business in good town in Arkansas Valley. Write for full particulars. Address, Arkansas, Box 3, Grain Dealers Journal, Chicago.

A MONEY-MAKING OHIO ELEVATOR for sale. Big dividends; a good living on a small investment. Will trade. Address, Money-maker, Box 2, Grain Dealers Journal, Chicago.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

NEW ELEVATOR IN BANNER Wheat Co. of Mo. Big flour business. Seed, feed, fuel, etc., as side lines. Elevator on Wabash R. R. Capacity 10,000 bus. Must close estate. Address, Estate, Box 2, Grain Dealers Journal, Chicago, Ill.

TWO GOOD ILLINOIS ELEVATORS for sale. One is new; in same town of Parnell, Ill., on main line of I. C. R. R. Good grain point and coal business. Capacity 50,000 bus. No competition. Six-cent rate to Chicago and St. Louis. Easy payments. E. P. Armstrong, Bloomington, Ill.

OKLAHOMA ELEVATOR FOR SALE—Cribbed structure, 25,000 capacity, modern equipment, located in Corn Belt, where crops never fail. Feed, coal and flour business in connection. Price \$7,000, \$1,000 cash, balance to suit purchaser. Do not write unless you mean business. Address, Oklahoma, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR in best grain country, 10,000 bu. capacity; coal and implement business in connection if desired. Dwelling house to go with this. A bargain for the man wishing an elevator accessible to the Chicago and Peoria markets. One of the best territories in the State. Address, Illinois, Box 5, Grain Dealers Journal, Chicago, Ill.

ONE OF IOWA'S BEST ELEVATORS for sale, 24 bins, cribbed, with large oat house, coal sheds and corn cribs. Main line I. C. R. R., and best grain point in Central Iowa. Town of 5,000, very best of schools and churches; property alone worth the money, need money therefore will sell for \$2,500. Plenty of corn and oats left in the country to pay for the elevator this season. Elevator will trade for land at \$5,000 any time. I need money. Address, Iowa's Best, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

COLORADO, FOR SALE—Active wholesale and retail grain business. Delightful location. Requires about \$25,000. Address, Retail, Box 5, Grain Dealers Journal, Chicago, Ill.

OHIO; in corn and oats territory, fine elevator for sale, doing a big business. Good reasons for selling. Northwest section. Address, Northwest, Box 5, Grain Dealers Journal, Chicago.

OKLAHOMA ELEVATOR, BARGAIN—\$4,000 takes it. Up-to-date plant, part cash, easy balance. Good grain section, little competition. Owner retiring. Address, O. K., Box 5, Grain Dealers Journal, Chicago.

FOR SALE IN NORTHERN IOWA—A good cribbed elevator in good repair, a good station. Ill health reason for selling. Address, Myers, 306, Flour Exchange, Minneapolis, Minn.

FOR SALE—Elevator at Delta, Ohio, especially well equipped with cleaners, clippers and excellent steam plant. Coal business in connection. Town of 2,500 population. Plant should be seen to be appreciated. Address, Chas. G. Amendt, Monroe, Mich.

FOR SALE—Central Ohio elevator and coal yard, capacity 25,000 bus. small grain, 6,000 bus. ear corn and 300 tons of coal. Handles 100,000 bus. grain. Large retail business. Price \$8,500 cash. Good reason for selling. Address, Quick Sale, Box 12, Grain Dealers Journal, Chicago.

MUST SELL. SOUTHERN MINNESOTA, 25,000 bu. modern equipped elevator, feed mill, cleaner, car loader, 32 H.P. Fairbanks engine, 30x80 warehouse in connection. Good farming section. Price \$5,000. All in good condition. A bargain. Address, G. T. Harris, Hartland, Minn.

NORTHWESTERN OHIO:—For sale 20,000 bus., capacity. Good flour, feed and coal business in connection. On my own ground, three fifths of an acre. Centrally located. In town of 1,300 population. Must be seen to be appreciated. Address, Long Box 2, Grain Dealers Journal, Chicago, Ill.

TERMINAL ELEVATOR AT COUNCIL Bluffs, Ia., for sale, 80,000 bushels capacity, will handle 30 cars per day, electric power, two 35 and one 40 H. P. motors. One cleaner, two track scales, up-to-date equipment and in A No. 1 condition. Sheet metal covered. Address Stidnam Grain Co., Brandeis Bldg., Omaha, Nebr.

TWO CENTRAL ILLINOIS elevators for sale. Located on C. & A., and Vandalla Ry's., 25,000 and 20,000 bu. capacity. On a direct line to Chicago, St. Louis, Peoria, Decatur and Indianapolis. Both elevators doing 250,000 bus. business. Coal business in connection. Will give full information on any inquiry. Address Two Bargains, Box 8, Grain Dealers Journal, Chicago.

ILLINOIS ELEVATOR FOR SALE:—In small town on Southern Ry., 50 miles east of St. Louis in good wheat, corn and oats country. No opposition; capacity 7,000 bus., wagon dump, 12 H. P. gasoline engine; fully equipped for business. A two-story, seven-room residence, large new barn, plenty of outbuildings included. Exclusive coal and feed business in connection, and 3½ acres of land. Buildings all on premises, and on side track. Price \$7,000. An opportunity for a live young man. Other business, reason for selling. Address, Geo. Johnpeter, Posey, Ill.

ELEVATORS FOR SALE.

NORTHERN INDIANA—For sale, 8,000 bu. elevator, large flour, cement and coal business in good town of 1,000. Price \$6,000.00 if taken soon. Address Revluc, Box 4, Grain Dealers Journal, Chicago.

FRANKLIN, ILL.—ELEVATOR for sale, \$4,000, easy terms, or rent \$45 per month. 20,000 bus. capacity, new elevator, on E. J. & E. Can handle 200,000 bus., also coal. Address, Citizens Bank, Frankfort, Illinois.

IOWA, FOR SALE:—Elevator and coal business, handling 150-175,000 bus. of grain and about 1,500 tons of coal per year. Price \$4,000.00. Address, Iowa, Box 5, Grain Dealers Journal, Chicago, Ill.

CENTRAL NORTH DAKOTA ELEVATOR, 45,000 bus. capacity, building almost new, big territory, town handles half million bushels annually; easy terms or will trade for land. Address, Half Million, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE:—Two country elevators located in Southwestern Minnesota, one in Northwestern Iowa. All situated on the C. R. I. & P. Railway, all in first-class operating condition. For full description, terms, etc., address D. R. Lane, Trustee, Davenport, Iowa.

NORTH DAKOTA ELEVATOR for sale, located on Soo Line in central No. Dakota. New plant throughout, good country to draw from. Coal in connection. Other business compels me to sell. Further particulars. Address, Elevator, Box 5, Grain Dealers Journal, Chicago.

MICHIGAN ELEVATOR, feed mill and potato storage, 27 miles north of Detroit, on Grand Trunk and D. U. R. Electric power. Buhr grinder. Doing fine business, can show nice profits, \$20,000 in retail feed, coal, seeds, etc. Poor health reason for selling. Write to R. A. Teeter, Washington, Mich.

FAMOUS RED RIVER VALLEY, N. D.—Three elevators situated in this fertile valley, capacities ranging from 20,000 to 30,000 bus. each. Handle from 125 to 175,000 bus. each per year. Coal business in connection, good farming district, no competition. Excellent proposition, prices right, will sell together or separately. Address Box 157, Crystal, No. Dak.

15,000 BU. CENTRAL KANSAS elevator for sale, modern crib elevator, with gasoline engine, sheller, cleaner and scales. Station ships 300,000 bus. annually. One competitor. Crops equally divided between wheat and corn. Crop failures unknown. Best competition. This elevator is in better location of the two. Feed business in connection. It will pay you to investigate. Address, Cribbed, Box 1, Grain Dealers Journal, Chicago.

SOUTHWESTERN WISCONSIN.

For Sale or will Trade for Land. First-class elevator property. Located on C. & N. W. Ry., consisting of modern 12,000 bu. capacity elevator equipped with dump scales, gasoline engine, feed mill, corn sheller, two feed storage warehouses and coal shed. Also good residence property in connection if desired, good condition. Grain, feed, flour, seeds and wool business in town of 500, good schools, good farming and dairying section, and good producing zinc mines close. No competition, a splendid point. Good reasons for selling. Address James Alton, Livingston, Wis.

ELEVATORS FOR SALE.

SHREVE, WAYNE CO., OHIO—Grain Elevator and Stock Yards for sale, none better. Address W. A. Craig, Wooster, O.

MICHIGAN BARGAIN; 8,000 bu. elevator, warehouse and bean room on acre of land. If interested write Real Estate Exchange, Stanton, Mich.

NORTHEAST KANSAS—Good elevator for sale, gasoline power, sheller, cleaner, grinder, hopper scale, doing good business, good competition. Address N. E., Box 4, Grain Dealers Journal, Chicago.

12,000 BU. KANSAS ELEVATOR for sale on the A., T. & S. F. and Frisco Ry. Never failed to have crops. Grain, coal, flour and feed. A bargain. Address, Frisco, Box 3, Grain Dealers Journal, Chicago.

OKLAHOMA GRAIN, HAY AND COAL business for sale for \$6,000.00. Modern elevator, steam power. Good business, splendid territory. Address P. H. J., Box 4, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE—A nice line to select from all the time. Let me know how much you wish to pay, and I think I can suit you. James M. Maguire, Campus, Ill.

UP-TO-DATE CENTRAL INDIANA elevator for sale. Capacity 25,000 bus. Shipped 140,000 bus. since July 15th. Don't answer unless you can pay \$12,000.00. Address July, Box 4, Grain Dealers Journal, Chicago, Ill.

16,000 BU. NORTH DAKOTA elevator for sale or trade for cheap Wisconsin or western land. On Soo Line; flour, feed and coal business in connection, also good dwelling included if desired. Address, Soo, Box 3, Grain Dealers Journal, Chicago.

GOOD N. E. WIS. ELEVATOR for sale. with feed mill and hay shed in village of 1,500 on C. & N. W. Ry. Capacity 12,000 bus. Good retail trade. Price reasonable. For further information address Peter Ankerson, R. No. 2, Suring, Wis.

GOOD MICHIGAN ELEVATOR for sale. Coal and feed business in connection. Located on Grand Trunk R. R. at New Hudson. Elevator capacity 5,000 bus., in excellent farming country. No competition. Handle from 15-20 cars coal per year, and a very good feed business. Good reason for selling. Price \$3,500. Address Michigan, Box 3, Grain Dealers Journal.

REPUBLIC CO., KANS.—A 10,000 bu. elevator, no competition. Equipped with all modern machinery including sheller, cleaner and automatic scale. Residence store building and acre of ground in connection. Will sell at a reasonable price. Crop failure unknown in this section. Good reason for selling. Address Republic, Box 4, Grain Dealers Journal, Chicago.

WE OFFER FOR PROMPT ACTION 2 new house stations, ship 350M bus., half wheat, half ear corn,—\$30,000. Five central ind. best plants,—\$25,000 each. Others \$28,000—\$30,000—\$40,000—\$60,000, and a shower of choice ones at \$18,000, and down. Each private list and guarantee net earnings of 25% and up for last three years. Always date me.

John A. Rice (Broker) Frankfort, Ind.

EAST CENTRAL INDIANA ELEVATOR, 50 bbl. Flour Mill and coal business. Will sell at a bargain or lease. Running, good business, fine farming and grain country, no competition nearer than 8 miles. Steam and Interurban road. All in good condition, most all new machinery. I am not a mill man, and want offer. Write for particulars. Address Box 132, Cloverdale, Ind.

ELEVATORS FOR SALE.

CENTRAL NORTHERN IOWA elevator for sale, 35,000 cribbed. Address, Stephen E. Greene, Rochester, Minn.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

20,000 BU. COLORADO ELEVATOR for sale. First-class, new. Address, O. K. E., Box 5, Grain Dealers Journal, Chicago.

IOWA GRAIN ELEVATOR and 300 bbl. capacity Flouring Mill, \$15,000.00 takes this property, costing from 40 to \$50,000. Address Mill Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE AT ONCE!

One hundred thousand dollars business annually. In a clean country town 38 miles West of Columbus, Ohio, on main line of P. C. C. & St. L. R. R. Elevator, coal and general retail business. Nearest competition 5 miles. Elevator just equipped with new 35 H. P. 2 cylinder gasoline engine. Buhr mill complete for general grinding. Machinery all new, in A. No 1 shape. This plant must be looked over to appreciate its value. Come and see as I will sell. Private track and ground. Worth the money. O. M. Clark, Owner, Cable, Ohio.

ELEVATORS WANTED.

WILL TRADE 480 ACRES of Nebraska land for elevators in eastern So. Dak. or southwestern Minn. Address, N. P. B., Box 5, Grain Dealers Journal, Chicago.

GOOD QUARTER SECTION of South Dakota land to trade for good elevator in either North or South Dakota. Address, Clark County Bank, Naples, So. Dak.

WANTED TO BUY—Old elevators, factories, mills and other buildings of size for wrecking purpose. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

ON PENN. R. R. IN OHIO OR INDIANA—Elevator wanted handling from 150 to 200 cars of mostly corn and oats. No side lines except coal. Price must be right and good competition. Address Penn, Box 3, Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

I WANT TO BORROW for two or three years \$4,500 on elevator that cost \$10,000, insured for \$6,000. Address, Box 257, Chickasha, Okla.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

VALUABLE PATENT FOR SALE.

A new improvement in grain distributing spout, requires less than one minute to remove any obstacles, grain buckets, or other foreign matters that may lodge in said spout and stop the passage of the grain. Not having the facilities to manufacture and place on the market, will sell outright. Correspondence solicited. A. W. Erickson, Hawick, Minn.

HELP WANTED.

WANTED—Good man as second man in elevator to take care of cleaners and general elevator work. State age and salary expected. Also give experience and nationality. Must understand machinery. Address, Milwaukee, Box 5, Grain Dealers Journal, Chicago.

WANTED—A competent draughtsman and cost estimator for grain elevator work. A permanent position for the right party. Must show references and give names of parties for whom work has been done and completed. Address Draughtsman, Box 4, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—Feed Mill and Coal Yard, good Ohio location. Troy Feed & Fuel Co., Troy, Ohio.

FOR SALE—75 bbl. mill and 8,000 bu. elevator in Northwestern Ohio. Located in good corn and wheat section; excellent market for clover seed. Good trade the year round. Poor health reason for selling. Box 39, Weston, Ohio.

TEXAS MILL AND ELEVATOR FOR SALE OR TRADE.

One fifty barrel capacity flour and grist mill and elevator building, completely equipped, and consisting of:

One 3½ story mill building 28x48 ft., with concrete foundation.

One 6 room bungalow residence.

Both of the above mentioned buildings are situated on six lots of 50x140 ft., each located in town of Knox City, in Knox Co., Texas.

Said mill is equipped with all of the machinery and equipment, engines, boilers, shake-feeds, elevators, fans, sifters, etc., necessary to its operation; a complete list of which will be furnished on application to the undersigned.

Under favorable wheather conditions this mill is located in one of the finest wheat producing sections of Texas, and under intelligent management should prove a good paying proposition. This mill was closed down owing to legal controversies which forced it into the hands of a receiver and resulted in the ownership by the undersigned.

We will be glad to sell at a very low price, or trade for good, well improved lands or city property. For further information address Wm. Cameron & Co., Incorporated, Waco, Texas.

SITUATIONS WANTED.

WANTED—Position as grain buyer or elevator manager. Six years experience. Position within 150 miles of Sioux City preferred. Address C. W. Boyer, Arthur, Ia.

SITUATION WANTED as manager of an elevator, have had experience. Can give reference as to ability and character. Address Delbert Cramer, Blairstown, Iowa.

WANTED—A POSITION as grain buyer at country station. Eleven years' experience in handling all kinds of grain and seeds. Can operate a steam or gasoline plant. Address W. H., Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of country elevator by a young man with two years' experience, best of references. Address, Long, Box 5, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling solicitor or manager of good elevator co. Experienced. Ask for interview. Address, Solicitor, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of country elevator in Kansas or Oklahoma. Have had five years' experience, and can give good references. Address, H. C. Martin, Chase, Kans.

WANTED—POSITION IN MONTANA by grain man with over 6 years' experience in elevator work in Northwest. Good judge of wheat, familiar with office work and elevator machinery. Good references. W. N. Harris, Hartland, Minn.

EXPERIENCED ELEVATOR MANAGER wants position as manager of one or more elevators. Buying, selling, office and elevator experience, railroad and mercantile training, age 33, married. Clean record and convincing references. Address, Mgr., Box 2, Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

FOR SALE—One brand new 14-18 Ann Arbor Hay Press at sacrifice. T. W. Babcock, Marengo, Ohio.

STYLE "T" NO. 1 SCIENTIFIC Crusher and grinder for sale. Good as new. Price \$35.00 G. W. L. Detrich, Bloomington, Ind.

FOSSTON "NEW PROCESS" CLEANER No. 66, equipped to clean all grains, brand new, used only two months. Will sell at a bargain. Reason for selling, not enough room on working floor. Address Cleaner, Box 5, Grain Dealers Journal, Chicago.

NEW AND SLIGHTLY USED
ENGINES AND MACHINERY:—

1-18 H. P. Foos, good as new.....\$300
1-8 H. P. Fields, new.....\$175
1-18x48 Corliss Heavy Duty Steam Engine\$100
1000 bushel New Automatic Scale.....\$185

H. GROSS MACHINERY EXCHANGE
Steam Boilers all sizes. Omaha, Nebr.

SACRIFICE SALE NOW ON.
ALL MAKES AND SIZES OF ATTRITION
MILLS.

18" and 24" Robinson\$100 and \$125
26" and 24" Unique\$110 and \$125
16" and 18" Monarch\$ 90 and \$100
20" and 24" Monarch\$110 and \$125
26" Foos and Monarch.....\$150 each
36" Foos and others\$205
18" Munson Single Head\$ 75
18" Halstead & 22" American.....\$100 and \$120
All the above mills completely remodeled, and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers and crackers. Write us for catalog today. Give us a chance on all your requirements, new or second-hand.

SPROUT, WALDRON & COMPANY,
9 So. Clinton St., Chicago, Ill.

FLOUR MILL, FEED MILL AND ELE-
VATOR MACHINERY AND
SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills:—9x18, Barnard & Leas, 9x18 Dawson, 9x24 "Noye," 9x24 Acme, 9x24 Nordyke & Marmon, 9x30 Wolf, all three pair high; one No. 1 Willford three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one No. 2 Acme, one No. 7 Sullivan, etc.

Corn Shellers:—No. 0 and one No. 1 Victor corn shellers cleaners combined, one No. 2, one No. 2½ and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners, one No. 1 Barnard's Improved Double Screen Corn Cleaner, one No. 1, one No. 2 and one No. 4 Victor Corn Shellers.

Attrition Feed Grinding Mills:—24 inch "Robinson," 16, 20 and 24-inch "Monarch"; 24 inch "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique," 16 inch and 18 inch American Special.

Single Roller Mills:—9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 12x24 "Stevens"; 10 x24 and 12x24 "Downtown."

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,
431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE—We have just two hopper scales left at \$35.00 each; two boot tanks, \$20.00 each; one 5-H.P. steam engine, \$40.00; 800 elevator buckets practically new, 6x16 and 6x18—12c each; 10 belt tighteners, \$5.00 each; one No. 4 and one No. 8 Buffalo fan, \$15 and \$25 each; one 90-H.P. boiler, \$100. All in very good condition and snaps at the prices. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

MACHINES WANTED.

HESS DRYER WANTED—2,500 bu. capacity, state how long in use, and best price. Address Dryer, Box 4, Grain Dealers Journal, Chicago.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

BUILDING MATERIAL.

BARGAINS IN ALL KINDS of new and used Lumber, Doors, Windows, Ready Roofing, etc. Timbers, \$8 per 1,000 ft., and up. Sheeting, \$8 per 1,000 ft., and up. Doors, 25c and up. Ruel Lumber Co., 7337 Stony Island Ave., Chicago.

OFFICE SUPPLIES.

REMINGTON VISIBLE TYPEWRITER, brand new, for sale cheap. Does excellent writing. Could send on trial. Miss Bertha G. Merdis, Route 5, Rosedale, Kans.

SECOND-HAND BAGS AND
BURLAP.

WANTED:—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

BURLAP BAGS AND BURLAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

FERRETS.

2,000 FERRETS—Prices and book mailed free. N. A. Knapp, Rochester, Ohio.

FERRETS FOR SALE—Ever ready rat exterminators. Write for catalog, it is free. Address Keefer Bros., Greenwich, O.

INFORMATION.

McPHAIL, C. C. Formerly of Atlanta, Ga., Present address wanted. Address, E. E. S., Box 3, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Bldg., Chicago, Ill.

JOHN A. RICE

Exclusive Elevator Broker, Frankfort, Ind. Over 1200 listed, have sold 138. Charge seller 2%. Get buyers the best their money can buy. Every one prospers. Strictly reliable work.

GASOLINE ENGINES.

ONE 15 H. P. Lewis Gasoline Engine for sale, good as new, \$125.00. Address, Journal, Box 5, Grain Dealers Journal, Chicago, Ill.

FINE 25 H.P. COLUMBUS-BROWN gasoline engine in first-class condition and fully equipped, \$285.00. Badger Motor Co., Milwaukee, Wis.

FAIRBANKS-MORSE Gasoline Engine, 40 H. P., in first-class running order, fully equipped, for sale at \$300.00, f. o. b., cars East St. Louis. Langenberg Bros. & Co., St. Louis, Mo.

ANY KIND, ANY SIZE, ANY PRICE, string of elevators or elevator, by former advertised in the "Gasoline Engines" columns of the Grain Dealers Journal, Chicago, finds many ready buyers. Try it.

FOR SALE.

1—25 H. P. Lambert Gasoline Engine Complete.

1—25 H. P. St. Marys Gasoline Engine complete.

Would sell either of these engines at \$100.00 F. O. B. Cars. They are both in fair running order and in daily use. Reason for selling will replace them with electricity. Goodrich Bros. H. & G. Co., Winchester, Ind.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS.

ELECTRIC LIGHT PLANT—25 H. P. Fairbanks-M. kerosene engine, 250 light D. D. dynamo; switchboard complete; two-ply leather belt; first-class condition. J. & J. Leas, West Manchester, Ohio.

Hand Scoops for Cobs.

Give one of our hand cob-scoops to each of your customers, and it will increase the demand. These scoops are to take the cobs from the basket and put into the stove, removing all objections and broken cobs; also good for feed, coal, etc.

Hand made of galvanized steel, and will last for years. In lots of 100 or more with your advertisement, 52c each. Sample scoop by mail, 65c.

We have also solved the problem of separating the shucks from the cobs, and will send blue prints for \$2.50. It is a success. Our own designs, from over 24 years' experience in the grain business.

PERRY FRAZIER, Chapman, Kans.

SEEDS FOR SALE—WANTED

DIRECTORY OF THE GRASS SEED TRADE

ARCHBOLD, OHIO.

Hirsch, Henry, all kinds grass and field seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.

BAMFORD, PA.

Hoffman, A. H., carlots or less seed wheat.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, O.

McCullough's Sons Co., J. M., seeds.

LOUISVILLE, KY.

Louisville Seed Co., grass seed dealer.
Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen, S. G., field seeds.
Rosenberg & Lieberman, alfalfa, clover, etc

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

MITCHELL, S. D.

Dakota Improved Seed Co., millet, seed-corn.

NEW YORK, N. Y.

Liefmann's, Hamburg, rep. I. L. Radwaner, field sgr
Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, O.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

GRAIN WANTED.

WANTED—YELLOW EAR CORN. C. T. Hamilton, New Castle, Pa.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

CHICKEN GRAIN WANTED—Mail samples and quote car lots off grade wheat, rye, barley, millet, kaffir, milo and cane seed. Stratton & Russell, Wholesale Grain & Commission, Memphis, Tenn.

MR. MILLER—DO YOU WANT PURE virgin wheat, right from the country? Then make your want known thru an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal. Over 6,000 country shippers can satisfy your want.

HAY WANTED.

WANTED—100 Cars Oat Straw. C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

Choice Wisconsin Clover and Timothy Seed
Samples and prices sent on request.

JOHN J. BLACK

Elevator and Seed House

DURAND - - - WISCONSIN

SEEDS FOR SALE.

GOOD CLEAN TIMOTHY SEED for sale, grown Northern Illinois. Write for sample and price. Holcomb-Dutton Lumber Co., Sycamore, Ill.

SEEDS WANTED.

WANTED—Mammoth clover seed true to name. Write Walter G. Trumpler, Tiffin, Ohio.

WANTED TO BUY GRASS SEED, alfalfa and clover seed screenings. J. Mulhall, Sioux City, Iowa.

GRAIN FOR SALE.

KAFFIR CORN—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

SEEDS

WRITE FOR
WHOLESALE PRICE LIST
Field and Grass Seed
Issued Weekly
Sioux City Seed & Nursery Co.,
SIOUX CITY, IA.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7. 9 and 11 South Main St SAINT LOUIS

HOME GROWN Farm, Field and Garden SEEDS THAT GROW

All our Seed Corn grown on our farm and carefully TESTED for germination. Get our prices on Clover, Timothy and Alfalfa Seed before you buy. Send a Dollar Bill for our Big Collection of Garden Seeds.

THE SUMMERS' SEED HOUSE, Malvern, Iowa

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

To Buy Kaffir Corn
& Milo Maize
Write to
T. C. Christopher & Co.
Kansas City Mo.

WESTERN SEED & IRRIGATION CO.

Wholesale Seed Growers

SEED SWEET and FIELD CORN

Write or wire kinds and quantities required for prompt shipment or contract orders for shipment next fall or winter.

FREMONT, NEBRASKA

KEEP POSTED.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

BRIGHT, PLUMP, DRY FARM grown Alfalfa Seed. Write for samples and prices. Porter-Walton Co., Salt Lake City, Utah.

FOR SALE—Soya or Soy Beans, Clay or Black Peas also White Flint Corn for exporting purposes. T. S. Burrus, Fairfield, N. C.

TESTED SEED CORN FOR SALE—Johnson Co., white; Johnson Co., yellow, and Reid's yellow dent. Samples on request. B. F. Cole, Trafalgar, Ind.

RED AND MAMMOTH CLOVER SEED FOR SALE. WHIPPOORWILL AND NEW ERA COW PEAS. HORNER ELEVATOR & MILL CO., LAWRENCEVILLE, ILL.

RIVERSIDE SEED CORN FARM. Pure Reid's Yellow Dent. Picked early and dried in seed house. Grown from prize winning corn. Every ear examined. Shelled corn graded to 95%. Northern grown, a good yielder. Shipped on ten days' approval. Price:—Ear corn, \$2.75; shelled, \$2.00. For reference, Warren T. McCray. Address Wm. D. Littlejohn, Kentland, Ind.

SEEDS FOR SALE.

STONE'S SOYBEANS and field and ensilage corn fill either granary or silo with balanced rations. Don't buy protein and nitrogen. Grow them. Illustrated catalog free. Wm. McD. Stone, Soybean and Corn Specialist, Atwater, Ohio.

NORTHERN GROWN SEEDS.

Northern Illinois grown Seed Corn, all standard varieties. Tests 96 to 100 per cent. Also Northern Grown Soy Beans, Cow Peas, Canada Field Peas, Alfalfa, Clovers and Sand Vetch. Write for delivered prices. L. C. Brown, La Grange, Ill.

SEED CORN.

Pure Bred.

Shipped in the ear on approval. Early picked and dried on a rack. Reid's Yellow Dent, Gold Leaming, Boone Co. White, and 90 day Yellow Dent for Northern Growers.

A post card will bring my 1913

SEED CORN BOOK.

It's free to you, ask for it now.

H. Z. O'HAIR,

Grand Prairie Seed Farm, Bushton, Illinois.

SEEDS FOR SALE.

ALFALFA SEED, \$6. Timothy & Clover mixed, \$4.50. Will ship C. O. D. Farms for sale & rent. Jno. Mulhall, Sioux City, Ia.

WE HAVE 3,000 BUSHELS of wilt resistant Flax Seed for sale. Write for samples and prices. Sanborn Farmers Elevator Co., Sanborn, N. Dak.

SEEDS FOR SALE—1,000 sacks imported White Field Peas, Spot, N. Y. Write for prices, carlots or less. G. S. Mann, Postal Tele. Bldg., Chicago.

GERMAN MILLET is our specialty and we are now in a position to offer in large or small quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

109 BUS. PER ACRE

Young's High Yielding Johnson Co. White Corn. Seed picked from this high yielding corn guaranteed to grow. Send today for circular. W. C. Young, Fancy Prairie, Ill.

SEED CORN.

Early Picked Johnson Co. White and Reid's Yellow Dent. Tested 99%. Large, firm, deep-grained ears. In the ear, butted and tipped, \$2.75 per bu., shelled \$2.25 per bu. Shady Lane Stock Farm, Jerseyville, Ill.

SEED MERCHANT

Grower of Spanish Canaryseed

Importer of

Hemp, Rape, Niger, Millet Seed, and Cuttle Fish Bone

And BIRD SEEDS OF ALL KINDS

Cleaned by Patent Machinery. Will be very pleased to submit samples. Head Office:

JOHN MACQUEEN, 33 Brown St., GLASGOW

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

Red Clover
Alfalfa
Dwarf E. Rape
White Clover
Alsike
Natural Grasses
English Rye Grass
Red Fescue

I. L. RADWANER

American Representative

R. LIEFMANN SONS, Succ. HAMBURG
171 Broadway, New York

THE MANGELSDORF BROS. CO.

Atchison, Kansas

Wholesale Seedsmen

Millet, Kane, Kaffir Corn, Alfalfa, Seed Corn, Ky. Bluegrass, Bermuda Grass, Meadow Fescue, Sweet Clover.



Largest Dealers
of

**Alfalfa
Seed**

in the World

Wisconsin Grown, Medium and Alsike Clover, also Timothy.

ROSENBERG & LIEBERMAN

Founded 1860

MILWAUKEE, WIS.

**WM. G.
SCARLETT
& CO.**

Grass and Field Seeds
Poultry and Pigeon Feeds

Buyers and Sellers Will
Please Correspond With Us.

729-735 E. Pratt St. 205-213 E. Falls Av.
BALTIMORE, MD.



Timothy—Red Clover—Alsike—
Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Ken-
tucky Bluegrass—Redtop—Millets
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.

BUFFALO, N. Y

Correspondence Solicited



ESTABLISHED 1877

GRASS SEEDS

Johnson Grass, Colorado Grass, Rhodes Grass, BERMUDA and others of the South, also Japan, Burr and other Southern Clovers.

Address either office with reference to CANE, MILLET, KAFIR, MILO, FETERITA, and all Sorghums.

PITTMAN & HARRISON COMPANY
SHERMAN, TEXAS

CLAREMORE, OKLA.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SEEDS FOR SALE:—Recleaned red clover, timothy and red top seeds. Low prices. Write for samples and prices. J. M. Schultz, Teutopolis, Ill.

EARLY SEED CORN

Suitable for Northern States, also late kinds and ensilage corn, oats barley, millet, Hungarian, alfalfa, timothy, soy beans, cow peas, broom corn. Prices on application. MIAMI VALLEY SEED CO., New Carlisle, O.

REID'S YELLOW DENT SEED CORN, Great Dakota White Oats, and Black Victor Oats. Send for samples and circular. Address, J. E. Wilson, Wingate, Indiana. Reference: State Experiment Station. Won 1st priz Indiana Grain Dealers Show.

SEED CORN

I have some very fine seed this season of my improved yellow dent, also white dent to offer either wholesale or retail. Guaranteed 95% germination. If interested, address

H. T. STOUT

CRAWFORDSVILLE INDIANA

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

SEEDS FOR SALE.

SEED CORN, OATS AND BARLEY. Car lots or less, samples free. ALLEN JOSLIN, Holstein, Ia.

ALFALFA SEED AND SWEET CLOVER seed, finest quality. Write for samples. Sevier Valley Merc. Co., Salina, Utah.

TIMOTHY SEED:—Regenerated Swedish select oats and Bryan's Early Favorite Corn; circular free. Daniel Bryan, Portland, Ind.

NEW CROP HOME GROWN TIMOTHY, RED CLOVER (MEDIUM OR MAMMOTH) AND ALSIKE SEED, raised in the banner field district of the United States. It's the quality your competitor would like to have. Value compares with quality. Write for samples and prices. Five bag lots to carloads. Address The Sneath-Cunningham Co., Tiffin, Ohio.

SEEDS—Clover Seed

with purity test as per your state requirements. Samples mailed—with delivered prices.

O. GANDY & CO., South Whitley, Ind.

EARLY SEED CORN

Dakota Grown and the best kinds known for the Northern territory. Write for our special offer to Grain Dealers.

L. N. CRILL SEED COMPANY
ELK POINT, S. DAK.

SEEDS FOR SALE.

ALFALFA SEED grown in Utah and Idaho. Highest grades. Also Red Clover and Timothy seed. Write us. C. A. Smurthwaite Grain & Milling Co., Salt Lake City, Utah.

CANE AND MILLET IN CARLOTS.

Samples and prices on application.

RUDY-PATRICK SEED CO.

1306-1308 West Eighth St.
Kansas City, Mo.

SEED CORN—B. Co. White, J. Co. White, B. Y. Dent, Leaming. Crated \$2.50. Shelled \$2. Stored and dried in modern seed house and thoroughly tested. Shipped on approval. Regenerated Swedish Select Oats. Catalog free. Oaklawn Seed Farm, Chatham, Ill.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

FOR SALE

Choice Wisconsin grown Clover Seed

SAMPLES UPON REQUEST

Pfeiffer Lumber Co.

DURAND, WIS.

Seed Dept.

Mr. Kar-Lot

Kaffir Korn Konsumer

Do you receive our quotations?

If not, write today.

Tomlin Grain Co.

Board of Trade

Kansas City, Missouri

Buyers and Distributors Kaffir Korn and Milo Maize.

Cowpeas, all varieties, Whippoorwill Peas, Velvet Beans, Soy Beans, Cotton Seed Meal.

Write for prices and samples

WM. B. BLOOMFIELD

207 N. Peters St.

NEW ORLEANS, LA.

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
Agricultural

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

CHICAGO

MINNEAPOLIS

SEED

We Buy and Sell

Established 1838 SEED OF ALL KINDS Write or Wire Us Incorporated 1904

THE J. M. M CULLOUGH'S SONS CO.

316 Walnut St., CINCINNATI, Ohio

SEED

W. H. SMALL & COMPANY

Evansville, Indiana

FIELD SEEDS AND GRAIN

If you have Seeds to sell, send us samples.

If you want to buy, ask us for samples.

LET'S GET ACQUAINTED



Minneapolis Seed Company

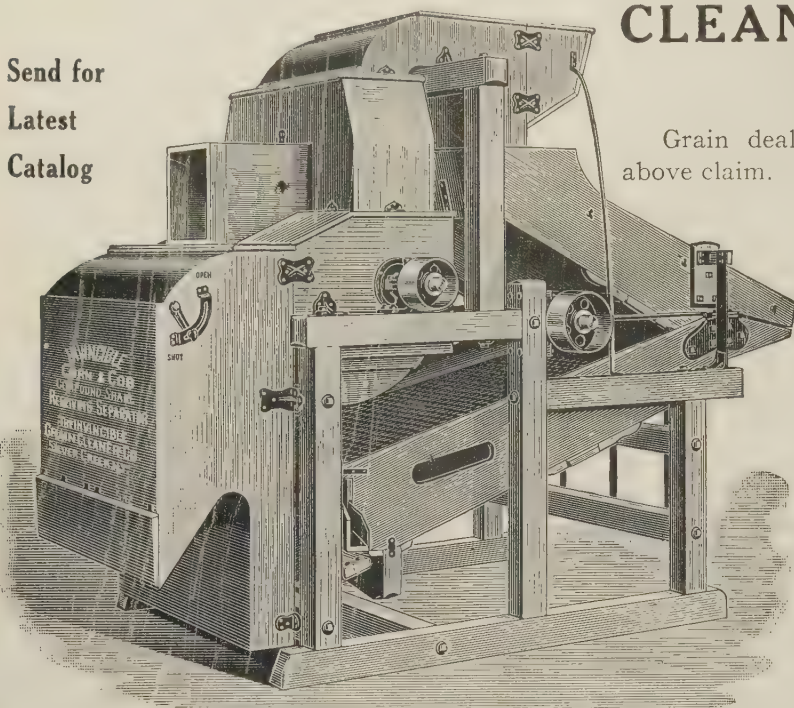
Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

Send for
Latest
Catalog



CLEANED CORN BRINGS BEST PRICE

Grain dealers require no argument to prove the above claim.

Experience has taught it many times.
To get the highest prices all corn shippers should install

The Invincible Corn and Cob Separator and Cleaner

We guarantee this machine will take the Corn and Cob mixed from the Sheller and in one operation deliver the corn clean and ready for market.

Send for particulars today.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

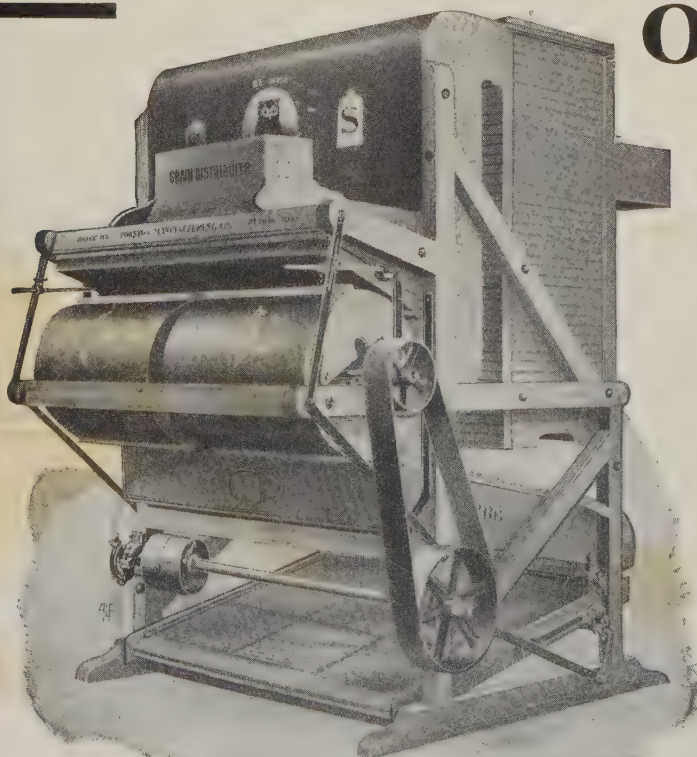
F. H. MORLEY, Jr., 311 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6022 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,

REPRESENTED
BY

F. J. MURPHY 234 Exchange Bldg Kansas City Mo
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore
STRONG-SCOTT MFG. CO., Minneapolis, Minn.

"We Got One Cent Over the Market On This Durum,"



writes the Atwood-Larson Company to the Farmers' Elevator Co., of Lonetree, N. D. They further state they have never seen better wheat than that shipped them by the Lonetree Company.

This particular Durum, as well as all the grain shipped by the Lonetree Farmers' Elevator was cleaned on the

NEW PROCESS Grain Cleaner & Separator

Now we are willing to ship the "New Process" to anyone interested in a cleaner on 30 days' trial and guarantee that it will separate and clean the most difficult mixture of grains better for commercial purposes than any other cleaner on the market. We will further include with our regular equipment our

Special Seed Grain Equipment FREE

Let us hear from you on this proposition. You don't take any chances, and if you are looking for the best, you should send for our catalogue and learn particulars and prices.

Fosston Manufacturing Co.,
Merriam Park, (St. Paul) Minn.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

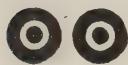
value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MARCH 10, 1913

SHIPPERS WEIGHT certificates, when properly filled in and signed, prove shippers' confidence in their own weights.

OHIO has a new workmen's compensation law, which seems designed to give the state a monopoly of workmen's compensation insurance. It is said to be the most drastic law yet enacted along this line, and if so it surely merits the careful study of elevator operators in that state.

A BILL pending in the New York legislature is designed to require members of any exchange to handle the orders of members of other exchanges. If such a drastic law were enacted it would deprive a man of the right of private contract, in fact he would be compelled to handle the business of the members of another exchange, whether the other exchange be a reputable body or not.

CARS are not always easily obtainable from some railroads, even tho a supply be available, but when a large delegation of angry men accompany an attorney and an ass'n. secretary right into the den of the railway officials, they generally get what is needed, and the Illinois shippers who recently called on the I. C. officials got the cars needed to relieve their bulging elevators.

NORTH DAKOTA seems sure to have a new law charging a license fee for transient merchants. This will put an end to scoopers, peddlers, fakers and medicine vendors.

MORE ELEVATORS than usual are being offered for sale this spring, and the opportunity for obtaining attractive properties at reasonable prices seems better than for years past.

SEVERAL INVENTORS have come forward recently with a proposition to utilize corn cobs in the manufacture of coarse paper, but like the proverbial inventor, they want money, not an opportunity.

THE TRI-STATE Grain Dealers Ass'n. at its recent meeting agreed that beginning April 1st members should begin buying grain upon grade. In other words they will grade their purchases as their sales are graded. If the ass'n. is really in earnest in this matter, why did it select April 1st as the day for the start?

UNFORTUNATELY for the shippers of the land, the Pomerene Bill did not get past the House, so must be introduced again and argued out with the new Congress. Francis B. James assures us that the bill will be promptly introduced in both House and Senate at the special session next month. The bill merits the earnest support of every shipper.

CONGRESS was not able to adjourn without again appropriating a quarter of a million dollars for the distribution of free seeds among their beloved constituents at home. The majority of the seeds mailed to voters in large cities reach people who have no opportunity or desire to plant the seed, so they throw it away. It is a wanton waste from every viewpoint, and absolutely indefensible.

BULK HANDLING elevators will soon be erected at a number of points in Washington, in fact the agitation against paying the exorbitant prices asked by the bag trust for grain sacks has gained such momentum that much of the 1913 crop will no doubt be handled in bulk. The farmers have already decided to build seven bulk handling grain elevators and no doubt others will soon be started.

KANSAS seems certain to have a new grain inspection law before the present legislature adjourns. The lower house has already passed a bill making inspection optional with the grain owner, and an earnest effort has been made to induce the senate to pass the same bill. It is neither reasonable nor fair that the grain passing thru the terminals of any state should be taxed merely to support a horde of politicians. The members of the trade do not value, in fact do not want political inspection, and if they were to protest real vigorously it would not be forced upon them.

OKLAHOMA DEALERS must hereafter look out for thresher's lien on grain they buy, as well as for landlord's lien on tenant's grain. The new law has just been enacted.

AT LAST one of the arson crew which has been busy burning Illinois elevators for several years past has been brot to trial. If the owners of the burned elevators get on that jury the culprit will hang for a thousand years.

A SOUTH DAKOTA grain buyer who has made a success announces that he will not bid on grain until it is on his scale. In other words he does not propose to permit himself to be used as a fulcrum for prying up some other buyer's bid.

THE LIFE of a Kansas elevator manager has recently been sacrificed to the careless use of gasoline. Each year a number of elevator employees are injured or killed by fumes or explosions. It would seem that with so many accidents they would all profit by the experience of others and exercise more care.

THE GRAIN BUYER who does not post his daily bids for grain convinces the average farmer that he desires to favor the large grower with a stronger bid. If he would post his bid each morning and stick to it thruout the day, regardless of the quantity or the man who is selling, the farmers would soon come to believe that he was willing to bid all he could afford.

GOOD ROADS are fully appreciated by Wisconsin law makers, with the result that \$800,000 is now at the disposal of the road makers. Grain dealers are as much interested in good roads as the farmers, because they are sure to have an open market the year round, and grain will be brot in more gradually if the main roads leading to their elevators are always passable.

A KANSAS shipper has come forward with an unusual suggestion to the effect that every grain inspector who grades grain incorrectly shall be fined the minute his error is discovered. If the inspector is fined the full amount of the loss accruing to the buyer or the seller, as the result of his error, then the political inspectors will soon take to the woods and real judges of grain will be the only ones seeking positions as inspectors.

FREE STORAGE is causing many Illinois elevator operators much embarrassment, but fortunately for the trade, the number of grain men granting free storage is rapidly diminishing and the time seems near at hand when the country grain dealer will neither rent nor give his storage to anyone. It seems the height of folly for a man to build a modern elevator for his own use and then diminish its usefulness by giving storage room free of charge to whomsoever might ask for it.

A KANSAS shipper who uses a bountiful supply of grain doors and some burlap, claims that he never suffers a shortage except when a car is wrecked. No doubt the shortages would be reduced both in number and in quantity of loss by each leak if all shippers were to cooperate their cars as carefully as he claims to do. The trouble is the average shipper does not feel able to devote so much time to placing cars in fit condition for grain.

OF THE 10,000,000 bus. storage now planned or under construction in the terminal markets, not 5 per cent will be constructed of combustible material. In most of the plants concrete and steel will be used exclusively, with the natural result that the fire hazard will be reduced to the minimum and the cost for insurance eliminated. True, this saving will be offset by the increased cost of construction, but the plants will be practically indestructible.

MONTANA shippers seem to be suffering from too much arbitrary regulation by the railroads. The shippers surely are entitled to ship grain any way they desire, providing rails are laid to that point. Every shipper of the Rocky Mountain states has complained frequently of the extortionate rates levied by the railroads. While no doubt the railroads are charging more than is justified, still they cannot be expected to realize a profit from the rates which are current in the prairies of the Mississippi Valley.

PEORIA'S state's attorney has encountered so much extra work, as the result of sweepers stealing grain from cars in the yards of that market, that he is drafting a bill in hope of inducing the state legislature to enact a law to prohibit the sweeping of grain cars and the selling of sweepings. Such a bill came very near getting past the legislature two years ago, but failed, because there was not enough active workers to struggle with the state law makers. So long as sweeping is permitted by chicken-hearted justices, the stealing of grain from full cars will continue and the railroads and the shippers will suffer untold losses.

REBATES are generally supposed to be a thing of the past, and they are surely not common, but nearly every month someone is fined for giving or receiving them, and several eastern roads were fined quite heavily recently for not assessing demurrage charges, as provided by their tariffs. It seems very difficult for freight traffic officials to treat large shippers and their representatives with the same consideration they do the small shipper, and then it is such an easy matter to forget about demurrage. However, the time is coming when discrimination of every character will be at end. The railroads will soon become weary of paying so dearly for the privilege of discriminating in favor of the givers of large tonnage.

NEW TRANSIT RULES must be drafted and filed by the railroads for the consideration of the Interstate Commerce Commission and shippers interested will promote their own interests by presenting concrete suggestions which will facilitate trade, without working an injustice upon the railroads or unduly burdening the shippers. Rules to stand must be fair and equitable else they are not likely to receive the approval of the Interstate Commerce Commission.

WOULD-BE GRAIN SHIPPERS who desire good empties are coming to appreciate the advantage of writing out their orders for cars, and thus filing a formal demand for the cars needed and insisting upon station agent acknowledging its receipt. By so doing they will be able to present authentic proof of delay on the part of the carrier in furnishing cars suitable for the transportation of the freight tendered. The sooner every grain shipper adopts formal business methods in all his dealings with the carriers, the sooner will he get that to which he is entitled and which he seeks.

IT IS gratifying to note that many of the agricultural improvement workers are using their influence to induce farmers to place their oats in better condition before marketing. This will insure better prices for those who do in many markets, and raise the average price where buyers do not grade their purchases. The threshers are often more to blame than the farmers for the dirty condition in which grain is brot to market. They put in dirt in hope of being paid for threshing it. Some farmers have been marketing grain in such dirty condition that were it to be shipped across state lines it would be seized by the federal government, because of the foreign matter contained and at least held until the dirt was removed.

THE WEIGHING of carload freight, which has been under investigation by the Interstate Commerce Commission for over a year, is conducted so carelessly that Commissioner Prouty has suggested governmental control. Many inaccuracies and errors may creep into the present system, but the cost of it is smaller and the worth of the service greater than we could ever expect to have under governmental control. Only within recent years have the losses suffered by reason of inaccurate weighing been called to the attention of the carriers, and the more progressive carriers are now rapidly improving their weighing facilities, in the hope of collecting freight on every pound they carry. The roads appreciate that they have in most cases collected freight on all the grain unloaded in terminal elevators, but where grain is unloaded on team tracks, no one ever knows its correct weight except the shipper who has accurate shipping scales.

GRAIN BUYERS of Winnebago County, Illinois, for years have bot rye and shelled corn in units of sixty pounds. Most of the sellers knew the price paid was more than the dealers could afford to pay for fifty-six pounds, so were satisfied. An agitator came along, recognized in the sixty pound unit something to holler about, immediately stirred up the farmers over "the four pound steal," and charged them for the misleading information. Many dealers are buying ear corn by the hundred weight, but this agitator has not yet discovered it.

THE NORTH DAKOTA Farmer Grain Dealers Ass'n. has taken quite a different view of futures from similar organizations in other states. At its recent meeting in Valley City the ass'n. adopted a resolution protesting against the enactment of any law prohibiting the dealing in grain for future delivery. Evidently some of the elevator managers are beginning to recognize the necessity of maintaining an open market where everyone can buy and sell on equal terms. When future trading is abolished, those who control large capital will also control the grain trade.

ANOTHER FREIGHT CLAIM collection company, known as the Interstate Commerce Bureau Co., seems to be unable or unwilling to satisfy shippers who entrust their freight expense bills to it for settlement. One shipper, who sent the bureau \$5,000 worth of expense bills last July, has been unable to get any of his bills back or learn anything regarding their present whereabouts. All this bureau asked of the average shipper was 50 per cent of his claims or rather 50 per cent of any refund which might be collected—no collection, no percentage, but like several other freight claim collectors, this bureau immediately proceeded to forget the claimant as soon as it had an assignment of his expense bills.

A S/O B/L should not be used for billing grain or beans direct to the buyer, even tho he request it. By so doing the shipper aids smart brokers to take advantage of the drowsiness of the average country station agent to gain the control of property to which he has no title. The railroads generally refuse to give possession to any property shipped on a S/O B/L without the surrender of the original bill. This is the general practice of all railroads and the bill itself provides that this is the only way possession of the property can be obtained. A Michigan shipper, whose experience is recited in "Asked-Answered" this number, made two shipments billed to the order of the buyer and as a result has \$3,600 tied up in a lawsuit. While there is no doubt that shipper will eventually recover his money, still the delay and the expense could have been obviated by billing direct to his own order, signing in blank and attaching to draft. Then the station agent at destination would not have been misled and the broker would not have wrongfully obtained possession of the property.

THE INVESTIGATION of the Minneapolis Chamber of Commerce, which is supposed to have been inspired by those interested in the Equity Co-operative Exchange, has proved a very embarrassing boomerang for the equity. If the law makers will only keep at the investigation long enough, they will learn that the Chamber of Commerce is absolutely necessary to the economical marketing of the crops of the northwest.

THE CHAMPIONS of government ownership surely cannot overlook the \$20,000,000 which the postoffice department says should have been paid to the government on franked mail during the year ending June 30th, 1912. Much of this loss was due to the free transportation of purely political documents. The government of France, which took over another railroad four years ago, found that the cost of labor was increased from 24,337,000 francs in 1907 to 35,655,000 francs in 1912 on its old line, while the cost on the western line was increased from 79,076,000 francs in 1908 to 133,168,000 francs in 1912, and the percentage of employees absent on sick leave increased 10% in two years. Their wages are paid whether they are on duty or not, and not satisfied with their present snap, they are contending for higher wages and less work, all of which helps to increase greatly the cost of living to the people served by these two railroads. The operation of the two lines has been subordinated to the convenience of the employee, and many of the advocates of state railroads are now beginning to recognize that these lines are run solely for the benefit of the employees, without any regard whatever for shippers or travelers. The French Parliament seems to be helpless in controlling the matter. Political control of any public service has generally dwindled into a public snap, and the railroads of France seem to be no exception, any more than the U. S. postoffice.

Protest Increase in Illinois Grain Rates.

A joint petition addressed to the Interstate Commerce Commission and the Illinois Railroad and Warehouse Commission, asking that the proposed increase of 1c per 100 lbs. in grain rates from all points in Illinois to all markets be suspended and the carriers be required to show justification for the proposed advances, was prepared at a meeting held at Louisville, Feb. 25, at which the Farmers Ass'n of Illinois, the Illinois Grain Dealers Ass'n, and the boards of trade of the various cities interested were represented.

While the increase in freight charges is itself an important item, the contemplated advance is more objectionable because of the discrimination effected against Illinois grain shippers. The higher rates cover Illinois points only; the rates from stations east and west of Illinois are unchanged. If the new schedules are authorized, it will require the Illinois farmers and shippers to sell their grain at a lower price in order to compete with producers in other states.

The boards of trade were represented by the following men: W. T. Cornelison, Peoria; C. B. Stafford, Memphis; A. F. Files, Evansville; Chas. S. Rippin, St. Louis; A. E. Rust and J. B. Magee, Cairo; C. M. Bullitt, Henderson; C. A. McDonald, New Albany; G. M. Freer, Cincinnati; and Geo. W. Evans and H. E. Kinney, Indianapolis. F. C. Wallbaum and J. A. McCreery represented the Farmers Ass'n of Illinois, and S. W. Strong, sec'y, was sent by the Illinois Grain Dealers Ass'n. The entire Merchants Exchange of Louisville attended the meeting.

After a preliminary hearing at Chicago Mar. 6 the Illinois Railroad Commission suspended the advance of 1 cent per 100 lbs. on grain between points in Illinois until May 1, and set April 10 as the date of the formal hearing at Chicago.

The postponement is favorable to the grain shippers whose elevators are full of grain that they could not move out before the advanced rate would have taken effect on Mar. 15, on account of the inability of the carriers to furnish cars.

Lee G. Metcalf, of Illiopolis, pres. of the Illinois Grain Dealers Ass'n, S. W. Strong, of Urbana, sec'y, Wm. Bach, atty, of Bloomington, R. C. Baldwin of Bloomington, W. T. Cornelison, of the Peoria

Board of Trade and J. A. McCreery of Mason City made effective pleas in behalf of the grain growers of the state, upon whom the burden of the increase would fall.

Mr. Maxwell for the Wabash presented a compilation of figures to show the rates now were too low.

Mr. Cornelison suggested the figures had been specially selected to make a showing.

When the representative of the Alton declared his road needed the money to buy equipment, Mr. Bach retorted that he was then prosecuting a claim for a shipper who could not get cars while the Alton had 8 empty cars on the side track, which could not be used because the road would not provide doors for them.

R. C. Baldwin: The checking in of the proposed rate will make some glaring inequalities in adjacent territory. There might very properly be a lower rate per ton per mile in Illinois than in other states where the grain traffic is not in such heavy volume.

S. W. Strong said the 1,400 elevators represented at this meeting contained each on an average 30,000 bus. grain that the shippers had been unable to move out for lack of cars and it is not fair to make the advance effective until they had an opportunity to ship out the grain in store, which had been bought and sold on the basis of the lower rate.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

B. & S. 6476 passed thru Chalmers, Ind., on C. I. & L. Ry. Mar. 8 leaking yellow corn above bumper.—Ross, Ross & Barr, per R. W. Barr.

P. M. 53282 passed thru Sidney, Ill., via Wabash R. R. Mar. 8 leaking yellow corn badly at car door.—Harry Holmes, pres., Sidney Grain Co.

C. & O. 1827 passed thru Twelve Mile, Ind., Mar. 8 leaking a good stream of corn at door post.—Mrs. F. P. McFadden.

C. G. W. 14390 dropped about 200 bus. of yellow corn on snow at Byron, Ill., Mar. 8. The corn was reloaded and, while not much was lost, the grading will be hurt by snow. Do not know if the car will reach Chicago without leaking again or not.—Leslie D. Marshall.

Southern 24232 passed thru Austinville, Ia., Feb. 22, leaking yellow corn thru sheathing on side over trucks.—H. Austin, Est., per W. G. Austin.

C. & O. & G. 63099 passed thru Haviland, O., Feb. 21, leaking yellow corn at both ends of car over draw bar; car apparently shipped from McGill, O.—Haviland Grain & Hay Co.

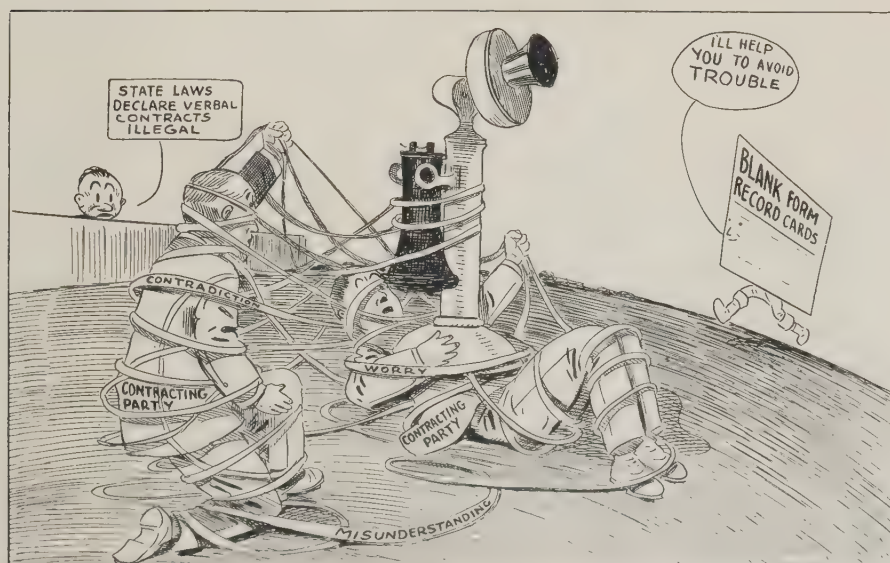
I. C. 13892, loaded with oats, passed thru Charles City, Ia., Feb. 20, with one door open wide enough to admit a man.—A. J. Rowland, W. P. Anderson & Co.

C., B. & Q. 30618 passed thru Spring Ranch, Neb., Feb. 20, leaking wheat at one side where board had been placed to cover poor siding; also leaking slightly at door. No chance to repair.—A. R. Hicks, mgr. Van Wickle Grain & Lbr. Co.

Wabash 72477 passed thru Jewell, O., Feb. 20, leaking yellow corn badly. No chance to repair leak.—Jewell Grain Co.

Hocking Valley 30445 passed thru Mar-engo, Ia., Feb. 19, leaking shelled corn badly.—Green Lbr. & Grain Co.

W. & L. E. 21165, loaded with white corn, arrived at Bement, Ill., Feb. 19, leaking badly on account of broken door post. Set out here for repairs.—W. B. Fleming, mgr., Bement Grain Co.



The Kansas Ass'n Arbitration Com'te Suggests Practical Relief to Grain Dealers Who Are Enmeshed by the Difficulties of Telephone Contracts.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A LARGE CAR OF CORN.

Grain Dealers Journal: We take pleasure in advising you that we shipped car No. 77128 U. P. R. to the Merriam Commission Co., Omaha, which was loaded with 117980 pounds of shelled corn. This is the largest car of corn that we have ever shipped, and perhaps the largest ever received at Omaha.—Yours truly, The Kunz Grain Co., by Henry Kunz, Sec'y, Wesley, Iowa.

BAD INSPECTION.

Grain Dealers Journal: The worst thing the grain dealer has to contend with is the inspection and discounts on sales on the basis of No. 2. If the market goes off, the inspector grades it No. 4, and we take our medicine.

The inspection this fall has been rotten. Until there is a penalty attached to incompetent inspection, the service never will be any better.—I. N. Shriver, Coats, Kan.

PROPER COOPERAGE PREVENTS LEAKS.

Grain Dealers' Journal: You have published many articles relative to leakage in transit. The writer has shipped during the past five years 800,000 bushels of grain and has had occasion to file but one claim, account leakage, and this was due to a wreck in terminal yards. When the railway company sets a car at your elevator, and you find it absolutely unfit, refuse it at any and all times.

The leaking of cars in transit is the inevitable result of careless coopering. Grain dealers trust incompetent helpers to cooper their cars, who do not take the proper time and care to do the work right in putting in grain doors. We always double them, at the same time breaking joints the same as a mason does in laying a brick wall. We then burlap the car completely, both sides and ends. This done, with the floor put in first class condition, is all that is necessary and leaks will be few and far between.—Yours truly, A. D. Steele, Talmage, Kan.

GRAIN SOLICITORS ASS'N.

Grain Dealers Journal: In accordance with the call, a meeting was held in the directors' room of the Minneapolis Chamber of Commerce, Friday, Jan. 31st. At that meeting a permanent organization was completed to be known as the Grain Solicitors' National Ass'n.

The advisability of an organization of this character has been evident for some time, and now it is accomplished we will look for the earnest support and approval of the boys generally. It is up to us to undertake to see that the expectations are realized. It is evident that a solicitor's greatest interest is and should be with the grain exchange of which his firm is a member. There are, however, a great many questions mutually affecting the several exchanges and the man on the road is in position to be more or less act-

ive in uniting these interests for the good of all concerned.

It is suggested that each one of the boys take the matter up with his firm and make it plain that our organization is for and not against them. We must not allow our loyalty to be questioned and we want to make our employers understand that through our organization we are going to try and make every member a better solicitor. It is also suggested that solicitors see the Secretary of the exchange and assure him that we are ready and anxious to do any missionary work in the country that he may have for us to do. As a rule the vicious legislation directed against the grain interests has its strongest support in the country districts. The man on the road is in position to do a great deal of good in correcting wrong impressions and properly directed, is capable of putting up an argument and "delivering the goods."—Yours truly, Frank Kelly, Pres., G. E. Green, Sec'y, Minneapolis, Minn.

INSISTS ON FAIR MARGINS AND NO STREET BUYING.

Grain Dealers Journal: We make our entry into the channels of business and commercial enterprise. We contemplate taking up the work laid down by the old Farmer's Elevator Co. and hope to be able to do more for the community in general and the farmers in particular than the old company has accomplished even with its showing of eight hundred percent net profit to its stockholders at the close of its useful and successful career. We will continue to buy grain on the same margin of profit as the old company has bought on during the last ten months of its activities, namely, three cents per bushel or oats, three to four cents on corn, four cents on wheat and five cents on barley. We will act as agents for each stockholder.

If the stockholders will haul in and deliver to us 100,000 bus. of grain annually we can pay expenses out of the margin of profit the grain is bot on. If they haul and deliver to us 200,000 bus. the chances are good for a 2 cent per bushel patronage dividend. If they will deliver to us 400,000 bus. or more we will, in nine times out of ten, be able to prorate back to the stockholders $\frac{3}{4}$ cents per bushel for each

bushel delivered to us by each stockholder. "It is the volume of business that determines the profits," is true to a great extent.

The business will be conducted on a strictly cash system plan, as we do not want one man to pay his own account and interest on his neighbor's account too. We will not bid or put a price on anyone's grain on the street, but will weigh, inspect and receive the grain as it is offered to us on our own scales and at the prices we shall be able to pay in accordance with the margin of profit outlined above.

By the margin of profit the grain is bought on we mean—the difference between the price we pay for grain and the value of same after we have loaded it into cars on the railroad track next to our elevator.—The Co-operative Farmer's Elevator Co., Per Henry E. Boy, Pres., W. C. Muchow, Sec., Hartford, S. D.

BUYS GRAIN FROM THE INDIANS.

Grain Dealers Journal: We finally got a picture of a "big Injun," who lives about 20 miles from Onawa, across the Missouri river and north in the Omaha agency.

His American name is James Gilpin and his Indian name *Kaiseda*. He and all that come to this market belong to the Omaha tribe and are of heavy build, the men averaging around 200 pounds. They are very agreeable to do business with and never get off their wagons when selling grain, simply drive on the scales and when we tell them the price just nod their heads. After the empty has been weighed they wait for their checks and drive on.

They are quite well to do and many of them have white hired men.

It is not at all unusual when hauling ear corn for them to bring along their wives and let them scoop off their load. Generally the squaw will beat the old man unloading.

We have about thirty Indian customers ranging from full bloods down to quarter bloods, but mostly full bloods. In the winter time they aim to market as much of their crop as possible as crossing the Missouri on the ice saves them a 75 cents per load ferry boat charge.

During the months of Dec., Jan. and Feb. we generally get from 100,000 to



The Indian, Kaiseda, Delivering Corn.

150,000 bushels from Nebraska for Onawa is much closer than any railroad town on the Nebraska side.—Yours truly, Farmers Elevator Co., A. D. Post, Mgr., Onawa, Ia.

CAN UTILIZE WASTE COBS.

Editor Grain Dealers Journal: Mr. H. H. Windsor, editor of Popular Mechanics, referred in the February number of his magazine to an interview with the editor of the Grain Dealers Journal in regard to utilizing corn cobs. I know a substance in cobs, especially the shell, has proven useful in the manufacture of corn cob pipes. This substance can be strengthened thru chemical treatment, so as to make a product far superior to paper manufactured from wood. I believe that it could be utilized in the manufacture of different articles of general use.—Anthony A. Braun, Grand Rapids, Mich.

ORDER CARS IN WRITING.

Grain Dealers Journal: I have presented the cause of many members to the Railroad Commission of Indiana, in the matter of cars for grain shipment, and the Commission has responded promptly and effectively in practically every case. We should congratulate ourselves and the shipping interest generally upon the fact that we have in this State an effective Commission, with liberal powers, and the shipper who does not avail himself of this authority, thus provided, is not living up to his opportunities.

The Railroad Commission has asked that shippers make written request upon the Carriers for cars, thus complying fully with the law, before lodging complaint with the Commission for failure. Each shipper should thus make his requests for cars in writing, thereby fixing the liability of the Carriers and the jurisdiction of the Commission.—C. B. Riley, Secy. Ind. Grn. Dirs. Assn.

AT THE MERCY OF THE RAILROAD.

Grain Dealers Journal: We have been invited by Mr. H. J. Faust, president of the Blackfoot Commercial Co., to write concerning the present restrictions placed upon the Montana farmers in the matter of pricing their wheat, barley, flax and seed products.

We find upon investigation that the few elevators so far constructed have the domineering influence of the Railroad Co. upon whose right-of-way it has been built. All we are offered is the Minneapolis price of wheat, flax, etc., less freight to that city. At the same time we are obliged to pay Minneapolis price on flour, plus freight from that point. There is certainly no justice in this, for the reason that this very wheat is shipped back into our state and past our very doors to western markets. They tell us that railroads will not accept shipment for the west, as all wheat must go east.—Yours truly, H. J. Faust, Pres. Ovando Com'l Co., Ovando, Mont.

DRAWS WHEAT 70 MILES.

Grain Dealers Journal: I send herewith photo of freight engine that hauls wheat from 70 miles to my elevator. On the trip photo was taken. T. J. Morgan had 973 bus. of wheat and loaded back with 25 tons of coal.—Yours truly, J. E. Patton, Texhoma, Okla.

SHORTAGES PREVENTED BY CARE

Grain Dealers Journal: In regard to leaky cars I made a test on 20 cars of wheat, containing 28,000 bus. The grain was weighed on my wagon scales and the railroad scales, and the variation between the two scales was just 240 lbs. The grain was again weighed at Kansas City, and the variation between the railroad scales at that point and my scales was just 210 lbs. From this we can see there is something in carefully cooperating cars and accurately weighing the grain while in our hands.—Geo. C. Corle, Florence, Kan.

CAN MAKE PAPER FROM COBS.

Grain Dealers Journal: On the 2nd inst. there appeared in the Boston Globe an article captioned "Great Corncob Problem." Your paper was mentioned in this news article. I have a process which will convert corn stalks into paper and there can be used 10% corn cob as a filler. The process is cheap and the paper can be made into several grades, cardboard, etc. I would like to secure the capital to erect a plant and manufacture paper. I have a demonstration plant near this city, where I can demonstrate to any promoter or capitalist what can be actually done. The profit on paper made by this process is quite attractive.—Very truly yours, N. W. Bloss, Boston, Mass.

OPPOSED TO MOISTURE TEST.

Editor Grain Dealers Journal: We notice with great satisfaction that the grain trade of this country is gradually coming to its senses regarding the "moisture test." In our opinion it has lost to the country grain trade of the United States millions of dollars since its satanic inception and is used simply as an excuse and a subterfuge to allow the dealers in the different markets to take in as No. 4 good corn (which for years has graded No. 2 and No. 3) much of it possibly containing 1/10th of 1%, some of it more than is allowable to the inspection department of the market to which it goes. This year for instance some of our best authorities say that our corn contains as much as 10% more oil than it usually does. Still in the face of its actual intrinsic value because there may be 1/10th of 1% or more moisture in possibly one peck of corn taken from the very dampest part of the car load the car is docked as much as 25. to 35. in many instances. We, as well as the average of country elevator men are dead opposed to any such a hold up and are going to steer clear of markets where they insist on the moisture test.—Yours, E. R. Ulrich, Springfield, Ill.

GRAIN TRADE IDEALS.

BY E. C. EIKENBERRY.

Promulgation of high ideals, promotion of honest methods and improved standards of integrity in any trade or profession are objects worthy of the attention and effort of any association of men. No institution exists or has a right to exist whose aims are purely selfish. The activities of men are so varied and so interdependent one upon the other that usually the best way to help and benefit ourselves is to help and benefit those related to us by vocational ties or by kindred occupations.

We stand between the producer on one side, the consumer on the other; with our right hand we receive, with our left we distribute. Our relations and our responsibilities to those on either side of us must not be overlooked; on their welfare and prosperity depend our welfare and prosperity, and if we are in the full measure to succeed, ours must be a position lofty enough that we may attain to a vision so wide as to see over and beyond our immediate personal affairs to recognize our just relations to the great mass of individuals on whom we are commercially dependent as well as to the equally great number who are dependent on us and whose welfare in a measure depends upon the conduct of our business along correct economic and commercial principles.

A Rebate Tale.

"No," said a prominent shipper, recently, "I don't believe the railroads are taking any chances on giving rebate these days, but in years gone by business was on an entirely different basis.

"I remember once when a railroad agent called upon a shipper and was trying to collect a bill of some \$6,536.78. The creditor 'hemmed and hawed' over the matter without either refusing to pay or handing over a check until finally the transportation man realized that a little 'grease' was needed.

"Spying the office Tabby, he expressed undying admiration for her and asked how much would induce the shipper to part with the animal.

"Oh'm' replied the other, glancing at his bill, 'I think a lot of that cat, but as a personal favor I'll sell her to you for just \$536.78.'

"The purchase was consummated at that figure and the shipper then settled his account.

"That was one method of giving a rebate. Whether the charge went on the road's books as 'To one cat—\$536.78,' is, of course, another tale."



Traction Engine and Train of Wheat Wagons.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

ADDRESS OF R. R. CLAIM ATTORNEY WANTED.

Grain Dealers Journal: I have several claims against the Illinois Traction System and the company is paying no attention to them. I wish to push these claims hard, and would like to learn the address of some one who will try to collect them.

I have as good an automatic scale as any made; and part of the time my shipments weigh out perfectly.—C. B. De Long, Fithian, Ill.

PROPER CHARGE FOR FEED ANALYSIS?

Grain Dealers Journal: We contemplate the shipment of mill feed into Louisiana; but before we can do so we must get an analysis of both our bran and shorts and prepare to have them printed on tags.

The state university has informed us the charge for analysis at the university is \$10 for one sample and \$16 for two samples. We think this is too much; and would like to learn the addresses of chemists who will make the analysis for the proper charge.—S. R. Yantis, Fulton, Mo.

Ans.: An analysis made by the state university is of no more force than an analysis made by any good chemist. No two samples are exactly alike in their percentages of protein, fat and crude fiber; and the fact that sample reported on at your request by the state university complied with the law would be no defense if subsequent shipments should fall short in the percentages of nutrients required. By having analyses made once a month or oftener you can keep yourself informed whether your output is meeting the requirements.

MEANING OF "SEVEN DAYS' SHIPMENT?"

Grain Dealers Journal: Will the Journal please advise me thru "Asked-Answered" column, as to the meaning of a contract of shipment specifying "7 days' shipment"? The contract was drawn up on Feb. 3, 1913, and the car was shipped Feb. 10, or rather, the B/L was dated Feb. 10.

Were 7 or 8 days used in making the shipment?—D. C. Harrington, Minneapolis, Minn.

Ans.: The actual elapsed time allowable will vary with the rules of the market followed in making the trade.

Commonly the day of sale is not counted in the time allowed. Therefore 7 days were used in making the shipment named.

Sec. 17, of rule xxii of the Chicago Board of Trade provides "In making contracts, a specific number of days shall be mentioned, and shall mean calendar days, excluding date of sale, in which to load and ship the grain from the date of the receipt of full shipping directions at the point of shipment."

Sec. 5 of rule vi of the Philadelphia Commercial Exchange provides "Shipment within 10 days means that the grain shall be forwarded not later than the tenth day after date of contract, legal holidays and Sundays excluded as days."

Sec. 1, rule x of the Cincinnati Chamber of Commerce provides "Time shall be computed by excluding the first day and including the last, and if the last be Sunday, it shall be excluded."

IS RAILROAD LIABLE FOR WRONG DELIVERY?

Grain Dealers Journal: On June 14th, 1912, we shipped a carload of beans to the "order of Arthur J. Thompson & Co., Cedar Rapids, Ia., notify Warfield, Pratt, Howell & Co." The order B/L was attached to a draft on the Kansas City office of Thompson & Co., as requested, but was returned to us unpaid, and Thompson & Co. have not paid us for the beans. It seems that the beans arrived in Cedar Rapids and Thompson & Co. wrote the freight agent of the C. M. & St. P. R. R. to deliver the beans without presentation of the original B/L. Warfield, Pratt, Howell & Co. unloaded the beans and in the course of a few days sent Thompson & Co. their check to pay for them.

We filed a claim with the Grand Trunk R. R. claim agent at Montreal, who has just returned it, stating that the claim agent of the C. M. & St. P. at Chicago considered the order from Thompson & Co. sufficient, and would stand suit in court before paying the claim.

I would like to know if the courts have made any ruling on a claim of this character, also should we bring suit against the Grand Trunk R. R. on which the shipment originated? I contend that the Grand Trunk R. R. made a contract with us to transport the beans and that the road at destination exceeded its authority in permitting the beans to be unloaded without taking up the original order B/L, which we still have in our possession.

We also sold another car of beans to the same firm. It was billed to Minneapolis and delivered under similar circumstances, by the same railroad, with the result that we now have \$3,600 tied up in claims and Thompson & Co. obtained our beans without paying a dollar.

Other dealers in this state have been victimized by the same firm under similar conditions. They got a car of beans from an elevator company in Vassar, Mich., which was shipped over the P. M. R. R. and delivered by some western railroad. When the P. M. R. R. found the goods had been delivered without proper authority it paid the claim without any question, but the C. M. & St. P. says it will defend its action in court.

One of our largest shippers, who is conversant with the circumstances, has written the C. M. & St. P. R. R. he will withhold all shipments over its line until some valid reason is shown for delivering these goods without original B/L.

I know of five cars of beans, amounting to about \$9,000, which Thompson & Co. got under these circumstances. If it be possible that Arthur J. Thompson & Co. or any other firm can obtain thousands of dollars' worth of beans and grain from shippers and they have no redress against the railroads it is surely time that we get busy and secure legislation that will protect us in possession of our property. Arthur J. Thompson & Co. are still sending out to the trade circulars quoting attractive prices and soliciting business. How can they keep in business on their plan?—The Farm Produce Co., F. E. Kelsey, Mgr., Cass City, Mich.

Ans. The railroad is liable to you to the extent of the sale value plus interest. The terminating line had no right to deliver the beans without the surrender of the B/L. It makes no difference to whom the beans were consigned. Your consigning the beans to the order of A. J. Thompson & Co. was unusual. It is customary for shippers who use an order B/L to consign the grain or beans to their own order, stating destination, and notify the buyer. Then the B/L is endorsed in blank, attached to draft and deposited for collection. You will note that blank space is provided on the back of your bill for this endorsement. Printed in black face type on the front of the orig-

inal order B/L appears the following: "The surrender of the original order bill of lading properly endorsed shall be required before the delivery of the property." Inasmuch as A. J. Thompson & Co. did not surrender the original B/L to the agent at Cedar Rapids, Ia., he had no authority whatever to deliver the beans.

COMPELLING CARRIER TO FURNISH CARS.

Grain Dealers Journal: The railroad that serves our elevator will not furnish us grain cars. Our house is filled with oats, most of which has been on hand since last August. Please let us have a copy of laws compelling railroads to furnish grain cars within a certain time or pay demurrage. We understand that some states have such a law and we would like to secure a copy of it, as we wish to get up a petition asking that a similar law be enacted in our state.—J. C. Wones, Maplewood Elvtr. Co., Maplewood, O.

Ans.: State laws penalizing railroad companies for delay in furnishing cars have been held constitutional so far as they apply to state shipments, and unconstitutional where an attempt is made to regulate interstate shipments. This is true of the Minnesota and Arkansas acts.

The shipper's remedy, on interstate shipments, is to bring suit for damages due to delay, under the Hepburn Act, passed by Congress to regulate interstate traffic. "State Demurrage Rules" with Digest, is a pamphlet of 69 pages, compiled by John B. Dalsh, and published by the Grain Dealers Journal giving the reciprocal demurrage or delay laws of 12 different states. Price, \$1.

LIABILITY OF CARRIER FOR FULL DELIVERY?

Grain Dealers Journal: In the Journal for Jan. 10, page 43, we notice an article on "Liability of Carrier for Full Delivery," in which reference is made to "Supreme Court Decisions" department of the Journal, as containing digests of many decisions. We would be glad to have the reference to these decisions.—The Early & Daniel Co., Cincinnati, O.

Ans.: On page 115 of the Journal for Jan. 25, 1909, will be found a decision of the Supreme Court of North Dakota giving Wm. A. Duncan judgment for the loss of flaxseed out of a car by leakage in transit over the Great Northern Ry., between Rolla, N. D. and Duluth, Minn.

The court quotes in support of its decision the Supreme Court of the United States in *Ogdensburg v. Railroad Co.*, that it is the duty of the carrier to furnish suitable vehicles for transportation, and if he furnishes defective or unsafe vehicles he is not exempt from responsibility by the fact that the shipper knew them to be defective and used them.

In *Big Four Ry. v. Louisville T. & S. Co.*, the Kentucky court held that the owner is not required to see that the cars are suitable or safe. He is not required to show negligence on the part of the railway company. All that he is required to show is the loss of his goods. No defect in the vehicle can excuse a carrier from its common law liability.

COMPELLING REMOVAL OF ELEVATOR FROM RIGHT OF WAY?

Grain Dealers Journal: Can a railroad company, after leasing ground occupied by an elevator for over thirty years force the lessee to vacate at expiration of lease without just cause?—J. Auracher, Shenandoah, Ia.

Grain Dealers Journal: Our elevator stands partly on railroad right-of-way and partly on the land of another party. The railroad has leased a strip of land from this same party to be used as a driveway to our elevator and also to its stock pens. The owner of this land threatens to force us to tear down our elevator or pay an exorbitant rent. We have tried to buy the land, but he will not sell and we cannot afford to pay the rent he demands. What we want to

know is whether or not we or the railroad company could have this land condemned, or what steps we can take in the matter.—N. & F. Schneider, St. Peters, Mo.

Ans.: If the railroad needs the land for railroad purposes, it can obtain it by condemnation proceedings. You could not obtain it. If the owner of the land places such an extravagant value on it, rent or still better buy other land and move your elevator. Then you will be independent of the railroad company and have control of your own property.

DISTRIBUTION OF CARS.

Grain Dealers Journal: We understand that the Interstate Commerce Commission has recently issued an order regarding the distribution of cars among the miners of coal, which would seem to be applicable with equal force to grain shippers. We would like very much to know whether or not this order affects only shippers at junction points. Kindly explain, also, in detail, the number of cars each shipper will be entitled to. As I understand it, a miner that is located upon two roads shall receive 75% of his producing capacity from each road. Any light upon this subject will be greatly appreciated by A Grain Shipper.

Ans.: This decision is that of the Interstate Commerce Commission, No. 4735, in the case of the Illinois Central R. R. Co., decided Dec. 3. It applies only to coal mines, and is based on their hourly output of coal as determining their relative proportions of cars. The Commission held:

"The junction-point mine has a right to ship its output via either of the lines serving it. It may on any day tender its entire output to either of such lines and is entitled to its share of the available equip-

ment on that basis. But it should not be permitted to tender its full capacity to each of two or more roads on the same day and thus obtain cars from each of the roads on the theory that it has ready for shipment via each road the total capacity of its mine.

"It would be unjustly discriminatory in favor of the junction-point mine and unduly prejudicial to the local mine for respondent to give the junction-point mine cars based upon its full capacity on days for which it ordered cars from one other road, its rating on the Illinois Central for that day should be 75 per cent of its full rating; and that on a day for which it orders cars from two other roads, its rating on the Illinois Central for that day should be 50 per cent of its full rating. Respondent's agents where the junction-point mines are located should ascertain from agents of other carriers serving the same mine as to its orders for cars from such other carriers, and see that this rule is observed."

THE BUDAPEST GRAIN EXCHANGE is considering new rules for long-term dealings in grain. The new rules would permit long-term dealings on the bourse only to certain authorized members, under stringent conditions of election, including a guarantee by a financial institution of a sum up to \$20,000. Unauthorized members doing any long-term grain business will be liable to fines and expulsion. Considerable opposition is expected against the adoption of the rules.

The Odessa Grain Market.

Odessa, Russia, is located on the shores of the Black Sea, half way between the deltas of the Rivers Dneiper and Dneister. Owing to the difficulties encountered in navigating the lower reaches of these rivers, it is customary to unload river boats some distance up the river and transport the freight to the coast in carts, as shown in the engraving.

Odessa is the shipping port for the highly productive country drained by these two great rivers. It is the fourth largest city in Russia, and the second largest port. Odessa handles about one-ninth of the entire Russian foreign trade. The principal export is wheat.

Along the shores of the Black Sea are immense granaries. These buildings are magnificent structures and look more like palaces than grain elevators. Unfortunately, the mechanical equipment is not deserving of similar praise. Installation of cleaning machinery would effect a great improvement in the quality of grain shipments.

The winters at Odessa are usually not severely cold, and the harbor is seldom ice-bound for longer than fifteen or twenty days. However, this winter at Odessa has been cold without snow. Arrivals of wheat are small, and stocks are decreasing. A genuine inquiry came to Liverpool Feb. 17 for Argentine wheat to be shipped immediately to Odessa mills.



(Copyright by Underwood & Underwood, N. Y.)
Wheat Arriving at Odessa, South Russia's Great Wheat Shipping Port.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Mendota, Ill., Mar. 3.—Not much doing in the grain trade at present; had good business all winter.—W. H. Marks.

Grand Ridge, Ill., Feb. 25.—Movement of corn light; 75% still in farmers hands; 35% of oats also back.—Geo. M. Loy.

Norwood, R. D. Alexis, Ill., Mar. 1.—Movement of grain slow; prices do not suit farmers; plenty of grain in neighborhood.—W. D. McReynold.

Posey, Ill., Mar. 7.—Outlook for a large wheat crop is promising; no winter to injure the plant; large acreage sown; last year's crop the smallest ever handled here.—Geo. Johnpeter.

Pocahontas, Ill., Mar. 1.—Movement of corn and oats slow; holding off to see if another crop matures; growing wheat quite promising; at present has snow covering; moderate open winter. Farmers have ample feed of all kinds.—Union Roller Mfg. Co.

Plainview, Ill., Mar. 2.—No corn for sale and no oats or wheat until the new crop is ready. Wheat looks fine; lots of oats and corn will be put in, as there is lots of hay for sale, and many meadows are being plowed up for crops. We hope for big crops.—J. J. Koehler, prop. Plainview Elvtr.

Urbana, Ill., Mar. 8.—The following is made up from reports from 491 stations, in 57 counties, north of the Big Four, St. Louis to Terre Haute, including the counties of Lawrence, Wabash and White and excluding the counties of Cook, Lake, Kane, Dupage and McHenry: 370 report wheat acreage at 73.02 per cent of last year's sowing; 357 report condition of growing crop at 102.75 per cent; 479 report corn reserve at 40.98 per cent; 174,626,000 bus.; 451 report oats reserve at 28.46 per cent; 52,003,000 bus.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

INDIANA.

Jamestown, Ind., Feb. 28.—Wheat seems to be in good condition.—Stafford Grain Co.

IOWA.

Shenandoah, Ia., Mar. 7.—Movement slow; about 40% of the corn still in farmers hands.—I. G. Holdridge, mgr. Grain Growers Elvtr. Co.

Shenandoah, Ia., Mar. 7.—Growing wheat in good condition; acreage 20% smaller than last year; practically all the old wheat is in.—Wm. McMahon.

Malvern, Ia., Mar. 7.—Movement of grain light at present; about 40% of the corn still in farmers hands; little wheat back. Growing wheat looking good; acreage 10% larger than last year.—Salyards & Kayton.

Imogene, Ia., Mar. 7.—Growing wheat looking good; acreage same as usual. Movement of grain slow at present; about 30% of the wheat and 60% of the corn still in farmers hands.—T. Connors, mgr. McGargill Grain Co.

KANSAS.

Monument, Kan., Mar. 5.—Wheat prospects exceedingly fine; good snow and wheat is all alive.—J. A. Drinen.

MICHIGAN.

Lansing, Mich., March 1.—In answer to the question, "Has wheat during February suffered injury from any cause?" 328 correspondents in the state answer "yes" and 238 "no." Snow protected wheat in the state 13 days; average depth of snow on Feb. 15 in the state was 2.55 ins.; on the 28th the average depth was 5.88 ins.; total number of bus. of wheat marketed by farmers in February, 119,220; estimated total number of bus. of wheat marketed August-February is 3,500,000; 123 mills, elvtrs. and grain dealers report no wheat purchased in February.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Alden, Minn., Mar. 5.—Rush all over; farmers holding for higher prices; hogs scarce.—R. A. Burke, mgr. Farmers Elvtr. Co.

St. Peter, Minn., Mar. 1.—Roads fine; no grain moving; farmers still holding for higher prices; many will hold till after seeding.—E. J. Matteson.

MISSOURI.

Callao, Mo., Mar. 5.—Wheat crop looking good; a medium crop is out.—Everett Bustie.

Buell, Mo., Mar. 4.—Wheat prospects good; plenty of corn and oats in country.—D. B. Sailor.

Lees Summit, Mo., Mar. 3.—Prospects for wheat good; no damage of any note.—Chas. F. Owen.

Chillicothe, Mo., Mar. 8.—About 50 per cent of the corn still in farmers' hands; farmers holding for higher prices; movement light.—H. P. Scruby Mfg. & Elev. Co.

Chillicothe, Mo., Mar. 8.—Growing wheat in good condition; normal acreage; not over 10 per cent of the old wheat in farmers' hands. Movement of grain slow at present; farmers holding for higher prices.—John T. Milbank.

St. Peters, Mo., Mar. 5.—Not much wheat left in farmers hands; quite a lot of corn still out. Growing wheat in fine shape; promises big crop; never saw it look better at this time of year.—N. & F. Schneider.

Kansas City, Mo., Mar. 1.—We have made the following compilation after careful investigation of crop conditions in Kansas: 21,464,350 bus. of wheat in all positions out in the State, divided up as follows: 14,299,350 bus., or 15%, back in farmers hands; 2,400,000 bus. in country elvtrs. not owned by mills; 4,765,000 bus. in the hands of mills, or elvtrs. owned by mills. Above total is 22½% of the total crop of 95,329,000 bus., which is our final estimate of the Kansas wheat yield. Growing crop is in as nearly perfect condition as we have ever known it at this season; practically no damage and less than ½ of 1% loss in original acreage sown; acreage sown is about 1½% less than originally sown last year. The entire State on Mar. 1 was covered with from 1 inch to 5 inches of snow in the South Central and Southwestern part, and from 5 inches to 14 inches of snow over the balance of the State. The plant has had ample moisture for the present over the entire wheat area, excepting a few counties in the extreme Southwestern part. Several reports from counties where moisture has been deficient advise that from 20% to 35% of the growing wheat has not yet come thru the top soil. Other reports from the same counties fail to mention this fact, and evidently do not regard the situation as serious. On Feb. 7 last year a total of only 11,700,000 bus. of wheat was back in Kansas in all positions, and the Government report on Mar. 1, 1912, showed 7,700,000 bus. on the farms.—Logan Bros. Grain Co.

NEBRASKA.

Hampton, Neb., Feb. 28.—Movement fairly good; about 30% of the wheat still in farmers hands.—Harry G. Larson, mgr. Hampton Elvtr. Co.

Aurora, Neb., Feb. 28.—Growing wheat never looked better; acreage same as usual; well covered with snow.—A. T. Parlis, agt. W. H. Ferguson.

Hastings, Neb., Feb. 26.—Growing wheat looking good; acreage about as usual; 30% of the wheat still in farmers hands.—Morris Asmus, mgr. Farmers Grain & Supply Co.

Aurora, Neb., Feb. 28.—Movement fair; about 30% of the wheat still in farmers hands. We are shipping in corn.—H. E. Toof, mgr. Aurora Elvtr. Co.

Hampton, Neb., Feb. 28.—Growing wheat in good condition; prospects since heavy snowfall were never better; acreage about the same as usual.—J. M. Cox & Son, per F. H. Cox.

Fremont, Neb., Mar. 8.—Farmers busy shelling corn; hauling of grain falling off rapidly; not much moving; wheat fields dry; need moisture badly.—Western Seed & Irrigation Co.

Friend, Neb., Feb. 25.—Wheat crop in fine condition; prospects for large crop bright; acreage same as usual; about 10% of old wheat back.—P. J. Mullin, mgr. Burke & Mullin.

Central City, Neb., Feb. 28.—Growing wheat reported in good condition; normal acreage; heavy snowfall has helped the growing crop considerable.—G. P. Bissell, sec'y T. B. Hord Grain Co.

Central City, Neb., Feb. 28.—About 30% of the wheat in farmers hands; movement has been rather steady all winter; fully 50% of the corn still back.—W. F. Jarman, mgr. Merrick Co. Farmers Co-op. Ass'n.

Grand Island, Neb., Feb. 27.—Growing wheat in good condition; same acreage as last year; about 10% of the old wheat in farmers hands. We are shipping in corn at present.—L. A. Zuehlke, agt. T. B. Hord Grain Co.

Fairmont, Neb., Feb. 25.—Corn crop almost a failure; shipping in corn and oats here. Wheat about ¾ of a crop; growing wheat looking fine; acreage same as usual; movement very light; farmers holding wheat for higher prices; about 25% of the wheat still in farmers hands.—T. M. Wright.

Manley, Neb., Mar. 3.—About 6 in. of snow here for the past 10 days, but is warm today and snow is melting fast; was light and dry and will not amount to as much as ½ in. of rain; some wheat looking well, other fields will not amount to much; 95% of old wheat sold and out of farmers hands; yield 60% as much as last year; no oats.—W. B. Essick, mgr. Co-operative Grain Ass'n.

NORTH DAKOTA.

Niobe, N. D., Mar. 7.—Little grain being marketed.—V. A. Fletcher, agt. N. J. Olsen & Sons.

Anamoose, N. D., Mar. 6.—About 600,000 bus. of grain marketed; 10,000 bus. yet to be threshed.—F. R. Knittel, agt. Victoria Elvtr. Co.

Bowdon, N. D., Mar. 8.—About 550,000 bus. of grain marketed; 60,000 bus. to come; will be held till after seeding.—F. J. Wilcken, agt. Crown Elvtr. Co.

Cavalier, N. D., Mar. 5.—Business has not been heavy on account of being too wet last season; fell off ½; 25% still in farmers hands.—E. F. Hamilton, agt. McCabe Bros.

Richardton, N. D., Mar. 5.—About 500,000 bus. of wheat and flax marketed to date; 18% still in farmers hands. Weather fine but receipts light now; farmers holding for higher prices later.—Farmers Elvtr. Co.

Berthold, N. D., Mar. 5.—This station has handled 240,000 bus. so far this season; 15% left over to be threshed, most of it flax; little plowing done; acreage will be less this year unless we have early spring.—C. W. Truesdell, agt. Victoria Elvtr. Co.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Feb. 25.	Feb. 26.	Feb. 27.	Feb. 28.	Mar. 1.	Mar. 3.	Mar. 4.	Mar. 5.	Mar. 6.	Mar. 7.	Mar. 8.
Chicago	93 3/8	93	92 3/4	92 1/2	91 3/4	91 1/4	91 1/8	91 1/8	91 1/8	91 1/8	91 1/8
Minneapolis	88 3/8	88 1/2	87 1/2	87 1/2	86 1/4	86 1/4	85 3/4	85 3/4	85 3/4	85 3/4	85 3/4
Duluth	88 3/8	89	88 3/4	88 3/4	87 3/4	86 3/4	86 3/4	86 3/4	86 3/4	86 3/4	86 3/4
St. Louis	92 1/4	92 1/4	92 1/4	91 3/4	91 3/4	90 3/4	90 1/4	90 1/4	90 1/4	90 1/4	89 3/4
Kansas City	87 1/4	87 1/4	87	86 3/4	86 1/2	85 3/4	85 3/4	85 3/4	85 3/4	85 3/4	85 3/4
Milwaukee	91 1/4	91 1/4	91	90 3/4	90 1/2	89 3/4	89 3/4	89 1/4	89 1/4	89 1/4	89 1/4
Toledo	111 1/4	111 1/4	110 3/4	110 3/4	109 3/4	108 3/4	107 3/4	107 3/4	107 3/4	107 3/4	106 3/4
New York	99 1/2	99 3/4	99 3/4	99 3/4	98 3/4	98 3/4	98 3/4	97 3/4	97 3/4	97 3/4	97 3/4
Baltimore	106 1/2	107 1/2	107	106 3/4	106 3/4	106	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Winnipeg	88 3/4	89	88 3/4	88 1/4	88 1/4	87 1/4	87 3/4	87 3/4	88	88 1/4	87 3/4
Liverpool	105 3/4	105 3/4	105 1/2	105 1/2	105 1/4	104 3/4	104 1/2	104 1/2	104 1/2	105 1/4	105 1/2
*Budapest	127	127 1/4	127 1/4	127 1/4	128	127 3/4	128 1/4	127 1/2	127 1/2	127 1/2	126 3/4

MAY CORN.

	Feb. 25.	Feb. 26.	Feb. 27.	Feb. 28.	Mar. 1.	Mar. 3.	Mar. 4.	Mar. 5.	Mar. 6.	Mar. 7.	Mar. 8.
Chicago	53 1/2	53 1/2	53 1/2	53 1/2	53	52 3/4	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
Kansas City	51 1/2	52 3/4	52 1/2	52 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
St. Louis	52 1/2	52 1/2	52 1/2	52 1/2	52 1/4	51 3/4	51 3/4	52 1/4	52 1/4	52 1/4	51 3/4
†Baltimore	54 1/2	55	55	54 1/2	54 1/2	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4
‡Liverpool	65	65 1/4	65 1/4	65	65	64 1/2	64 1/2	64 1/2	65 1/2	65 1/2	65 1/4

*No. 2 Red. *April delivery. †February delivery. ‡March.

Osnabrock, N. D., Mar. 5.—About 350,000 bus. of grain marketed; 25% left in farmers' hands; 5% in shocks on account of early snows.—Henry Gunderson.

Lehr, N. D., Mar. 5.—Farmers holding barley for higher prices; 80% still held; 10% of wheat and 3% of flax in farmers' hands also. Wheat yield was 15 to 30 bus.; barley 25 to 50; flax 10 to 20 and speltz 30 to 60. Have shipped 325,000 bus. this season; 75,000 bus. was hailed out in July.—J. H. Jenner.

OHIO.

Deshler, O., Feb. 28.—Farmers holding 20% corn; all remaining oats will be fed.—Geo. Doll.

Delphos, O., Feb. 28.—Farmers inclined to hold; 75% corn back; 25 to 30% oats back; barley all in.—C. O. Laman.

Jasper, O., Feb. 28.—Will not be much more corn to move; about 50% back, which will be fed.—C. H. Coy, mgr. Jasper Grain Co.

Hebron, O., Mar. 1.—Good prospects for wheat and hay; large acreages of corn and oats will be planted and sown.—Kirk & Co.

Bowling Green, O., Feb. 28.—Grain movement fair; 50% corn and 45% oats yet to come in.—C. S. Young, sec'y Royce & Coon Grain Co.

Custar, O., Feb. 28.—Corn movement good, 25% corn back; no oats left. Farmers inclined to hold grain.—Adam Krohn, Krohn & Deckrosh.

Columbus Grove, O., Mar. 1.—Farmers holding over 50% of the corn, over 35% of the oats back.—R. C. Deffenbaugh of Columbus Grove Grain Co.

Leipsic, O., Mar. 1.—Farmers holding 50% of corn back; in good condition; 35% of oats yet to move; barley damaged and not fit to sell.—Jos. Ringlein.

Dunbridge, O., Feb. 28.—Corn now moving; over 60% yet to come in, in good condition; 40% oats back, and very little barley yet to ship.—L. A. Trepanier.

Bluffton, O., Mar. 1.—All corn left will be fed; 50% oats back; no wheat or barley back; winter wheat in good condition.—N. W. Bassinger of Bluffton Mfg. Co.

Luckey, O., Feb. 28.—Corn moving good; not as much as usual being fed; quite a bit back. Oats being held for higher prices; barley all in.—C. C. Martin of Luckey Elvtr. Co.

OKLAHOMA.

Ponca City, Okla., Mar. 8.—We have had considerable snow and rain during the past three weeks and our soil is in fine condition. Some farmers who attempted to sow oats this week found it too wet. The win-

ter wheat acreage is about normal. The conditions all season have been so good that none of it will be plowed up, so prospects for a large crop are unusually good.—J. S. Hutchins.

SOUTH DAKOTA.

Crandon, S. D., Mar. 3.—Grain moving slowly at present; 40% yet in farmers' hands; little barley or corn for sale; wheat grading mostly No. 1 Northern; 3 to 4 in. of snow.—G. G. Stack, mgr. Farmers Elvtr. Co.

TEXAS.

Wellington, Tex., Feb. 24.—Little wheat sown; too dry for much oats to be sown; kafir corn and milo maize about all in.—J. L. Brooks.

GOVERNMENT CROP REPORT.

Washington, D. C.—The Crop Reporting Board of the U. S. Dept. of Agri. estimates that the quantity of wheat on farms Mar. 1, 1913, was about 156,483,000, or 21.4% of the 1912 crop; compared with 122,025,000 bus., or 19.6% of the 1911 crop estimated on farms Mar. 1, 1912; and 162,705,000 bus. in 1911, or 25.6% of the 1910 crop estimated on farms Mar. 1, 1911. The Board also estimate that 61.6% of the crop will be shipped out of the counties where grown, compared with the estimate of 56.1% in 1912 and 55.6% in 1911.

The amount of corn on farms Mar. 1, 1913, is estimated at 1,289,655,000 bus., or 41.3% of the 1912 crop; compared with 884,069,000 bus., or 34.9%, of the 1911 crop on farms Mar. 1, 1912; and 1,165,378,000 bus. on farms Mar. 1, 1911, or 40.4% of the 1910 crop. It is estimated that 21.8% of the 1912 crop will be shipped out of the counties where grown, compared with 20.5% of the 1911 crop, and 26.4% of the 1910 crop.

Oats on farms Mar. 1, 1913, are estimated at 604,216,000 bus., or 42.6% of the 1912 crop, compared with 289,988,000 bus., or 31.4%, of the 1911 crop on farms Mar. 1, 1912; and 442,665,000 bus. on farms Mar. 1, 1911, or 37.3% of the 1910 crop. Shipments out of the counties where grown are estimated at 30.9% of the 1912 crop, compared with 28.8% of the 1912 crop, and 30.6% of the 1911 crop.

Barley on farms Mar. 1, 1913, is placed at 62,283,000 bus., or 27.8% of the 1912 crop, compared with 24,760,000 bus., or 15.5%, of the 1911 crop on farms Mar. 1, 1912; and 33,498,000 bus. on farms Mar. 1, 1911, or 19.3% of the 1910 crop. About 53.7% of the crop will be shipped out of the county where grown, compared with 57.2% of the 1911 crop and 50.0% of the 1911 crop.

We must have the Journal in our business.—G. Norman, Norman & Mohn Elvtr. Co., Kidder, S. D.

EXPORTS OF GLUCOSE for the year 1912 amounted to 134,842,547 lbs.; compared with 146,643,655 lbs. in 1911, according to O. P. Austin, Chief of the Division of Statistics.

Advance in Corn Minimum Denied.

The Interstate Commerce Commission has recently denied the carriers the proposed advance in the minimum weight of ear corn, snapped corn and corn in the shuck.

For many years the minimum weight has been "40,000 lbs. except where cars are loaded to full visible capacity when actual weight will apply, but not less than 24,000 lbs." The carriers proposed to substitute a flat minimum weight of 40,000 lbs. Corn shippers last year filed numerous complaints, and the schedules were suspended until Nov. 30, 1912, and later to May 30, 1913.

Valuable evidence on the capacities of cars was presented by Hastings & Co., of Cairo, Ill., the Sikes-McMullin Co., of Sikeston, Mo., and the Charleston Milling Co., of Charleston, Mo., the first named having loaded in a named period of time 486 cars with corn, all to full visible capacity, of which 137 contained less than 40,000 lbs. Commissioner Lane said:

Upon the whole record we conclude that the carriers have not shown justification for applying the proposed flat minimum weight without regard to the kind of equipment used.

We have considered the suggestion of the carriers that a definite graded minimum weight be fixed on the smaller cars. An examination of the numerous exhibits filed leads us to the conclusion that this is not advisable on account of the great variance in the cubical capacity of the smaller cars and also in the weight of corn, ear, snapped, and in the shuck. For example, the Railway Equipment Register shows that the Santa Fe box cars under 36 feet in length are divisible into 17 groups, each having a different cubical capacity. As to the variations in the weight of the same quantity of corn, it was testified that ear corn might vary 5,000 pounds, depending on the soil and the season, and, further, that corn in the shuck is heavier than ear corn, and snapped corn is heavier than corn in the shuck. It is our conclusion, therefore, that so far as the present record shows the present rule meets these varying conditions better than any system of graded minima that could be devised.

It is ordered, that the carriers are notified to cancel, on or before April 15, 1913, the schedules specified in said orders of suspension in so far as they propose a flat minimum carload weight of 40,000 pounds on corn, ear, snapped, and in the shuck.

It is further ordered, that said carriers shall establish and put in force, on or before April 15, 1913, upon notice to the Interstate Commerce Commission and the general public by not less than five days' filing and posting in the manner prescribed in section 6 of the act to regulate commerce, and for a period of two years after the said April 15, 1913, to maintain and apply to the transportation of corn, ear, snapped, and in the shuck, the following carload minimum weights: When carried in cars smaller than 36 feet in length and 8 feet high, loaded to full visible capacity, the actual weight but not less than 24,000 pounds, and when carried in cars 36 feet in length and 8 feet high and larger, 40,000 pounds.

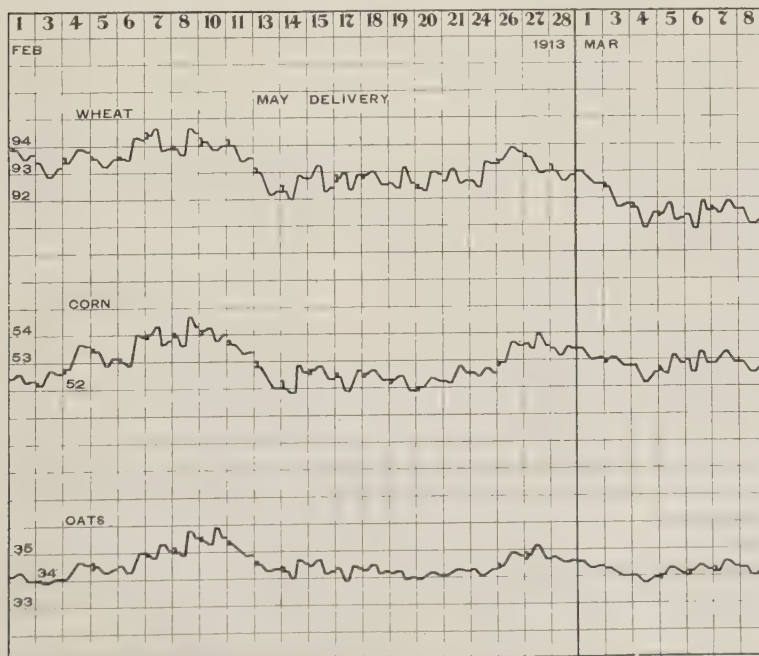
BLOWING GRAIN.

At our June meeting, resolutions were adopted urging Exchanges to provide by rule, properly published, for blowing grain into grade, and otherwise regulate that practice, which obtains in a few of our markets. We communicated with the markets available to shippers from this State and found but few indulged the practice.

We think it a practice susceptible to much abuse, and, if continued, proper rules and regulations covering same should be promulgated and given to the trade, especially by the markets that operate under the Uniform Grade Rules, since such rules do not contemplate blowing.—C. B. Riley, Secy. Ind. Grn Dirs. Assn.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for February and part of March are given on the chart herewith.



THE CONSTRUCTION AND Common Defects of Wagon Scales.

BY CLAY JOHNSON.

It is not our intention to criticise any standard scale, but rather to point to the possibilities for error through faulty construction.

In *Fig. 1* is shown the style of construction of one corner of the old pattern Pipe Lever Scale; it will give some idea as to how the scale and foundation should be built. If you are using concrete in the walls, let it extend up to the level of the platform, using a 3-in. angle iron at both ends and sides, as shown in the cut, or it is better to use two at the ends, as shown in *Fig. 2*; this method will insure an everlasting wall, and is much cheaper than to use a wood coping on a concrete wall, which has to be replaced from time to time.

The convenient way to build this scale is to use a 3" x 12" hard wood board on bench walls, and place the corner iron shells on the board; they can be easily moved on the board until they are in the right position. It is better to put the irons on the concrete and do away with the boards, but in so doing great care must be used to get them level and in the right position; once in the concrete they are not easily moved.

The bearing plank (a) should be made from straight and seasoned timber 3" thick, not built up out of thin boards, the track sticks or platform sills should be at least 10x10 and gained out an inch or two at each end so they will notch down over bearing plank (as shown in *Fig. 1*); then if you have to build up to get the proper height for platform boards, build on top of the sills and not on the bearing plank. After the sills are notched over the bearing plank they should be bolted. It is very essential that the bearing plank be stayed so it cannot tilt either forward or backward; this oversight causes the most trouble in this type of scale.

We often find the T bearing against lever or stand at points indicated by arrows 1 and 2, *Fig. 1*. When this bearing touches on either side the scale will naturally be weighing light. This condition is caused by bearing plan (a) working loose from platform sill (b), which in turn allows it to tilt, then if the 3x12 under the corner iron shells should become decayed so as to let the right hand side settle at (R) the left side of T bearing would touch at point indicated by arrow 1, *Fig. 1*. If the left side should settle at (L) it would touch at point indicated by arrow 2, *Fig. 1*. This is one

reason why foundation boards should never be placed in the dirt.

By studying *Fig. 1*, you can readily see whichever way the bearing plank settles, the T bearing will settle in the same direction and to the same degree. The T bearing is the casting directly under balls. If this bearing should cant either way, on a dull knife edge, it is possible for a variation to exist, even tho the bearing does not touch either the lever or stand. This particular type of scale is no exemption, the platform bearings or bearing feet on all scales should set in a perpendicular position; the reason why is illustrated in *Fig. 6*.

The construction of the improved Pipe Lever Scale is shown in *Fig. 2*. Only one ball is used at each corner, eliminating just one-half the trouble experienced with the pattern where two balls are used. Should the bearing plank (a) settle either way, it does not in any way change the position of bearing foot (b). However, the ball plate (c) is not exempt from touching top of stand (d) at point indicated by arrow 1, when the bearing plank settles enough in that direction. In building this type of scale care should be used in placing stand (d) in position; see that link which suspends main lever is plumb. A large per cent of errors found are not caused by the scale itself, but in most cases by the way they are installed.

A part of a cross section at center of a truss lever steel frame scale is shown by *Fig. 3*, the shelf lever being turned and used as an extension. The cut shows the extension lever 4" out of level. I recently found a scale of this kind in exactly the same condition as shown in *Fig. 3*. It was weighing 16 lbs. light on 1,000 lbs. This scale had been used about one year and had in the meantime created a reputation for itself as well as the owner. This scale was expected to weigh accurate under unreasonable conditions. The man who built the scale caused all the trouble, from the fact he used a 35" rod where it required one 39". If the beam was set 10' above the level of scale platform, it would not be reasonable to use a 35" steelyard rod. Some try it. The extension lever being out of level, brings the main lever in scale almost against the I beam or track stick at (a). When the levers are level there will be about 2" clearance between the top of lever and I beam. When the shelf lever is turned and used as an extension, as shown in *Fig. 3*, you are almost compelled to use eye bolt on one end. It should be fastened to sound and stiff boards that will not give or spring. All

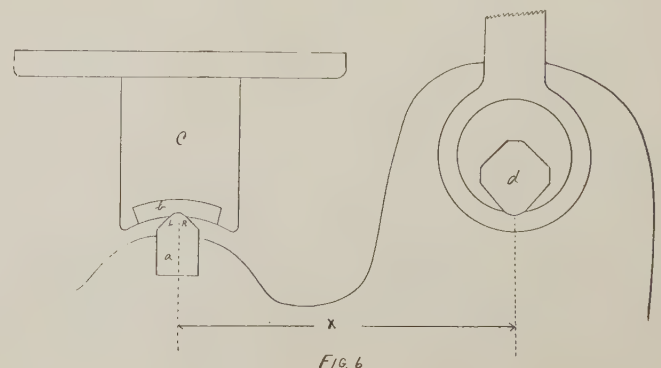
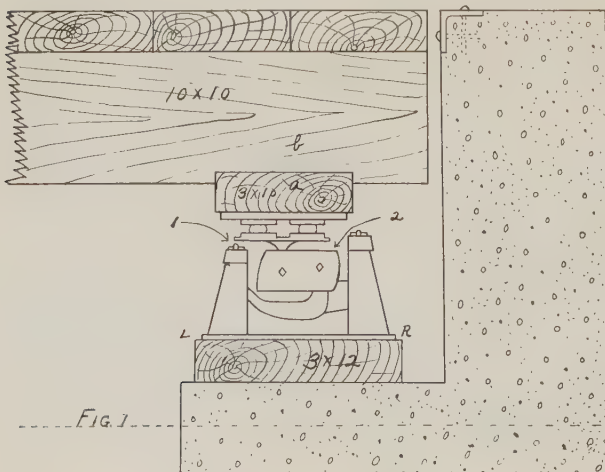
extension levers should be kept perfectly level as shown in *Fig. 4*.

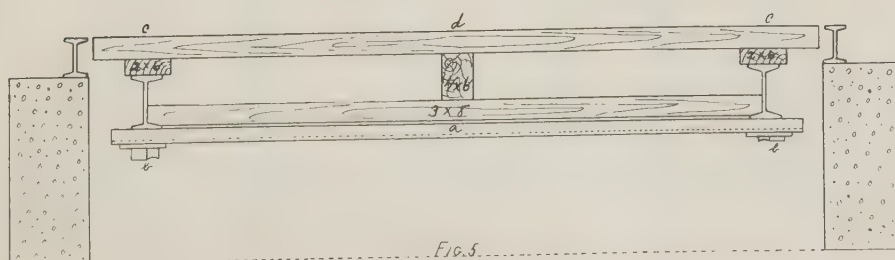
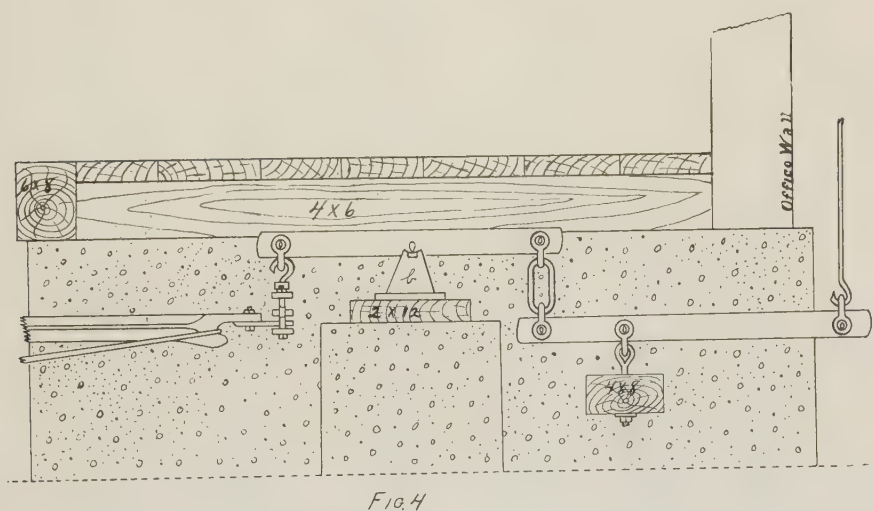
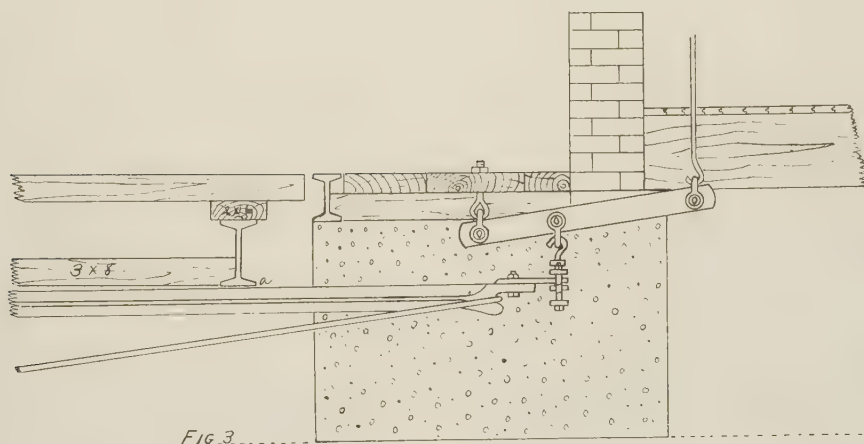
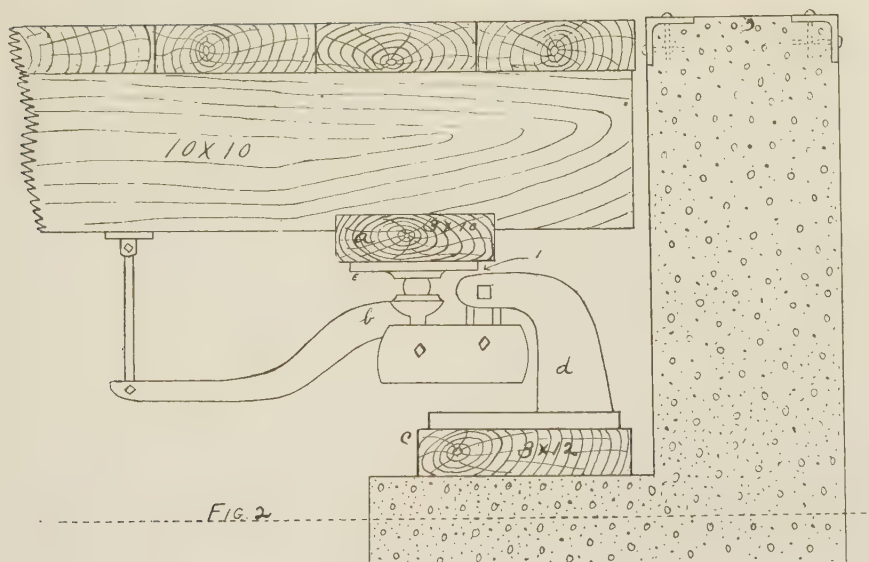
To set extensions, where two levers are used, it is better to build a pier for the first lever, as shown by *Fig. 4* than to suspend it with an I bolt as in *Fig. 3*. It is the most convenient to use a wood block on the pier. This can be beveled on the sides and ends so it can be easily removed from the concrete, when it begins to decay and a new one put in. Build your concrete pier up to within one inch of the desired height, then lay your block in the green concrete, level it and let the concrete set.

If it is desired to use channel irons in the place of the pier, bed the channels in both sides of walls at the proper height and place stand (b) on these channels instead of the wood block. It requires more exactness to set these channels, and after set they are no better than the pier. The second lever may be fastened to a channel iron in place of the wood, if desired; it is no more trouble, and it is really better to use the iron. But turn the channel down so it will not catch the dirt and hold water. All extensions should be kept level, and more especially the multiplying ones; they should be well anchored or supported and the connections between them should be plumb.

A cross section at end of a truss lever steel frame scale, less levers, is shown by *Fig. 5*. The cut shows how the 4x6 in center of platform is supported. It sets on a cross timber (3x8); three of these are used, one at each end and one in the center. These pieces are supported at either end by flanges on the I beams. We find about 30% of these steel frame scales built without these cross pieces. When they are left out the center sill lays on the bearing channel at (a). This will cause considerable spring in the platform while loaded, and especially so where the scale has a 2" floor. The bearing channel should carry no weight. When this channel is sprung downward it cants the bearing feet (b) from a perpendicular position; this in turn will cause it to weigh heavy, provided the knife edges are blunt. Not long since I tested one of these steel frame scales where cross timbers had been left out. The scale in question was exposed to the weather, and had been used for about six years. By placing the 1,000 lbs. directly over bearing at (c) it weighed about correct, then by placing them in center at (d) it weighed 14 lbs. heavy.

It is possible for a dull scale to vary in weight by the bearing foot not being in a perpendicular position. (See *Fig. 6*.) This illustrates why a dull scale usually weighs heavy; the distance between dotted lines at (x) must be a fixed distance. To vary from this distance the thirty-second part of an inch means a variation in weights. If this distance is widened or lengthened, it will weigh





heavy, and if shortened it will weigh light. The cut shows the pivots to be dull, also shows how the foot pivot (a) has cut into the bearing steel (b). By studying the cut you can plainly see when the bearing foot cants to the left or center of scale, the bearing weight will become greater on the left (L) side of dotted line, or the fixed line of bearing; this widens the distance at (x) which naturally causes the scale to weigh heavy. If there should be any conditions that would cause the bearing foot to settle to the right the result would be the reverse. We find dull scales that are weighing light when built regular, but they are few and far between; in nearly all cases the natural conditions are favorable for the scale to weigh heavy when dull. Conditions are such sometimes that the foot pivot (a) will rust away more on one side than the other. If the left side rusted out more than the right (R), it would leave the right side higher, and it would hold up the bearing steel (b), which would relieve the pressure on the left side. This would cause it to weigh light. I have such a pivot in my possession. Where a scale is exposed to the weather the surface of these pivots become very irregular. The cut also shows the main or butt pivot (d) to be dull. The beam travel is so limited that this pivot is practically rigid during the weighing process. While its being dull will hinder accuracy to some extent, it is not so important as the foot pivot.

David F. Houston, New Sec'y of Agriculture.

The position of Sec'y of Agri. in President Wilson's cabinet will be filled by David Franklin Houston of Missouri.

The appointment of Mr. Houston to this important post was due solely to his own ability and his past record, and not to any political pressure upon the President. In fact, the President's choice came as a great surprise to Washington politicians.

The new Sec'y has devoted his entire life to educational work. He is a Southerner, being born at Monroe, N. C., on Feb. 17, 1866. He was educated at South Carolina College and Harvard University. From 1899 to 1902 he was dean of the faculty of the University of Texas. From 1902 to 1905 he was President of the Agri. and Mechanical College of Texas. In 1908 he became chancellor of Washington University, St. Louis, which position he is leaving to enter government service as Sec'y of Agri.

Henry C. Miller of Philadelphia, Pa., was fined \$5,000 and costs Mar. 8 in the United States court at Savannah, Ga., for accepting rebates from the Seaboard Air Line Ry. on shipments of grain over the Air Line at a rate below the published tariff. Morris F. Miller was acquitted.

John H. Marble has been nominated by Pres. Wilson to fill the vacancy in the Interstate Commerce Commission caused by the resignation of Franklin K. Lane, who is now Sec'y of the Interior. Mr. Marble is a graduate of the University of Nebraska. He first entered the newspaper business, was admitted to the bar in California in 1902, and commenced work for the Interstate Commerce Commission in 1906. For the past year he was sec'y of that body.

DISEASED SOIL THE CAUSE of Grain Deterioration.

From an address by H. L. Bolley, Dean of the North Dakota Agricultural College.

Let me say at the outset that I believe firmly in the use of all available fertilizer materials. Let me say also that I know there are lands too poor to produce paying cereal crops. I make these two statements because I have often been misquoted as being one who advocates the non-usage of fertilizers and the burning up of farm manures, straw, etc.

We have reached a point when in the older cropped regions we have what is known as deteriorated grains. The yields have become less per acre, and the quality of grain is no longer first-class; no longer of No. 1 quality. The chemists have stated that under such conditions, the indications are that the ground has been "worn out" or reduced in its producing quality because of the peculiar methods of cropping, and business men, bankers, and many other people reiterate these statements, and cry loudly for the application of fertilizers to increase the output. The

best educated agriculturists are advocating systematic and consistent crop rotation. However, they have been doing this for a long period of years in the United States, and yet consistent persistent crop rotation does not take place.

The winter wheat growers of southern Indiana and Ohio, thirty to forty years ago, were applying phosphates profusely; they continued the process for a time with apparent success; they got increased production for a time and nice plump wheat, but eventually they used phosphate until the crop reached a point when it would ripen almost by the fourth of July—a short premature ripening was the result. Finally, the cost of artificial fertilizers purchased and applied eventually reached almost the total purchase price of the anticipated crop.

It is a well known fact to our farming public that even the new lands which have never been cropped will not now when plowed up produce the wheat that similar adjacent lands did when they were first plowed. Under the best seasons for crop growth, the seed produced is very likely to be spotted, piebald, black pointed, shriveled and blistered and will have all the characteristics of what the chemists and the millers call "deteriorated" grain. The chemists have analyzed such wheat and find it deficient in nitrogen content—the proteid content. They have analyzed the soil and find that the old soil on which it grows shows a small amount less of the natural elements of fertility actually available than that to be found on the new land. Then, I think, without reason, they have assumed, that the soil has materially deteriorated.

The cause of deterioration in the yield and quality of wheat in the northwest is not due to lost fertility, but rather is due to the introduction of disease producing organisms into the interior of the seed, and by them carried into the soil of our

new lands, until both the soil and the seed, as commonly found in use, is infected so that comparatively few healthy plants can be developed even on a normal cropping year.

Wheat will not do well in the presence of the dead bodies of its own kind of plant. I find that wheat lands may be said to be wheat sick in exactly the same sense as potato land may be said to be infected with potato scab, rot or blight and just as flax lands may be said to be sick or tired of flax. I find that I can produce "deteriorated" wheat upon the new virgin soils of the northwestern prairie where the land is not questioned as to its chemical fertility. To do this, I have only to introduce certain root diseases of wheat, by the introduction of ground up particles of old wheat straw, or stubble and roots, from diseased wheat, and by introducing only masses of soil from old wheat fields and scattering it upon the virgin soil of the prairie.

Soil purity is more important than seed purity; that is to say that poor quality of diseased seed may produce a reasonably certain crop on virgin or disease free soil, for even the sick internally attacked plants are able to send their roots further and further into the disease free soil and are able to rejuvenate themselves and thus produce a fair crop. We have found, however, that when we have once used such seed that the land is very soon ruined for the growth of wheat. This is a fact which agrees with common farm observation, namely, that new grounds, which are now rapidly settled up become wheat sick or wheat tired, flax sick or flax tired in a much less number of years than it took to spoil the same number of acres when the Red River Valley and Western Minnesota was being sparsely settled up—slowly, year by year. From this standpoint, therefore, seed purity is all important and our pure culture experiments are



Fig. 2.—Wheat Plant Grown on Sick Soil.



Fig. 1.—Wheat Heads Grown on Sick Soil and on Pure Soil.

the first ones which were ever made to show up this particular feature.

My observation and my experiments teach that proper arranged crop rotations tend to purify the ground and place it as near as possible in its original or virgin state. This feature, I believe accounts for the seed improvements which is associated with the arrangement of crops in a series. It is a real reason which can be given to account for why one crop should follow another.

We have been able to take those types of soil which chemists and agriculturists for hundreds of years have said were worn out for flax, that are said to be flax-tired, flax-sick, etc., and have been able, by proper purification of those soils, to make them produce the usual yield of flax crop and further because by the introduction of varieties which are no longer largely affected by the disease, have produced yields which are even greater than anything such soils had ever produced when they were virgin. For example, in 1911, the sixteenth continuous crop of flax on land which was once said to be flax sick and worn out for flax, produced a yield of 20 bushels of cleaned flaxseed per acre. The same land in 1912 produced over 16 bushels of clean flax per acre, and this was without the addition of any fertilizer.

I am perfectly safe in saying that the day has already dawned when the deteriorated, spotted, pie-bald, speckled black-pointed, white-bellied, bleached and blistered deteriorated wheats of commerce will no longer be attributed to deteriorated soil. Soil of low chemical fertility cannot alone produce these features, but if given reasonable opportunity, with regard to weather, associated with freedom from disease, will produce grain of good plump quality, tho' perhaps of small bushelage.

I predict we shall be able to tell what crop will be safe to follow another and hence eventually be able to outline a proper crop rotation which, associated with seed selection, seed purification and proper application of *home made* fertilizers will restore our wheat lands to more than their original yields both as to the quantity and quality per acre without the application of any artificial fertilizers. Is it possible that there are any reputable agriculturists or chemists, much less geologists or biologists, who would now contend that the phosphate, potash, lime, magnesium, iron and silicon are chiefly in the top foot of dirt?

Fig. 1, herewith, illustrates heads which grew in the crop of 1912, upon an area of ground known to be wheat-sick. The plump, properly filled heads grew from properly treated seed upon a plot of ground which had been properly handled to dispose of the root destroying organisms. The three improperly filled heads showing a portion of the disease on the outside of the glumes, grew upon an adjoining plot in which the land was thoroly wheat-sick on account of the old wheat stubble placed therein. They did not fail to fill because of any difference in fertility, but because the roots of their parent plants were blighted and rotted off as shown in Fig. 1.

Fig. 2 shows a young wheat plant which grew on a piece of wheat-sick soil. The plant when dug up had only two living roots, the upper ones which show dirt particles sticking to them. All other roots and portions of plant below ground were killed before plant was three weeks old.

This is a characteristic of all the wheat plants of that age on wheat-sick soil. The



Fig. 3.—Wheat Bundles Grown on Treated and Untreated Soil.

stools above ground gradually blight and die until only one or two straws remain and upon which grow light-weight heads as shown in Fig. 1.

Fig. 3 shows two bundles of wheat cut from equal areas during the harvest of 1911. Bundle labeled 21 grew on an area

of ground which was steamed to a depth of 18 inches 4 or 5 years previously. Bundle 22 grew immediately adjacent on the check plot which had not been treated in any way. Both pieces of land had never had any other crop than wheat on for approximately 40 years. The steamed area



Fig. 4.—Good, Plump Durum Wheat and Crop from Similar Seed Grown on Sick Soil

raised approximately twice to three times as much straw and grain each year for 5 years as was produced on the check plot. There was no properly filled grain in bundle 22. There was a great deal of properly filled grain in bundle 21. The steamed area was surrounded by the old diseased soil and gradually after the first year the root parasites (fungi) began to creep inward until eventually both areas became alike.

All varieties of wheat are apparently subject to the same types of root diseases, tho some are more resistant than others. Good plump durum wheat such as that over 3, when planted on new clean land is liable to reproduce itself, but when planted on wheat-sick land, altho it is chemically fertile, it deteriorates. Fig. 4. shows what the seed marked (3) did on such wheat-sick land in the crop of 1911. The deterioration was not due to lost fertility, but due to disease.

CALIFORNIA GRAIN ELEVATOR.

C. E. Davis, grain dealer of Illinois, will have some tangible records of his extended trip in the form of photographs taken by himself. One is reproduced herewith, taken by Mr. Davis while on a boat passing the new elevator of the Globe Grain & Milling Co. at San Pedro, the harbor of Los Angeles, Cal.

This elevator is equipped to unload grain from ships taking cargo at Portland and Seattle, the company having purchased the steamer Portland expressly for this grain traffic. From the dock a conveyor gallery extends 200 ft. to the working house of the elevator containing



Elevator at San Pedro, Cal., of Globe Grain & Milling Co.

the machinery for handling the grain and for filling and emptying the nine steel storage tanks, which have a capacity of 150,000 bus.

Mr. Davis says that this part of California, while excelling in some respects, is not a grain country. He will continue his travels farther north up the coast into the grain country.

The Texas Railroad Commission on Feb. 17 granted the petition to add sunflower seeds to the mixed-feed mixtures taking grain rates.

"GROW LESS COTTON" is the slogan of E. J. Watson, Commissioner of Agri., South Carolina. He urges the farmers to keep up the price of cotton by planting part of their land in corn and other foodstuffs.

"PARABLES FOR THE INFALLIBLE."

BY H. A. FOSS, CHICAGO.

Jones, Smith and Brown weighed a carload of grain on a track scale. Sometime afterwards they checked their records of weight and found as follows: Jones had the weight 98980, Smith had it 98890, and Brown had it 89980, and each swore that his record was correct, and yet the weight punched in the impression ticket by the registering beam showed 98980 pounds.

Jones loaded two cars of grain for market, weighing the grain in 1800 pound drafts. One of the cars arrived at destination in good order and free from leaks, but it fell short in weight 1710 lbs. The other car, altho it arrived leaking freely, over-ran 850 lbs. Jones insists to this day that the car inspector reported the wrong car leaking, and yet the cars were unloaded at different elevators, on different days, and were examined and weighed by different weighers.

MR. GREEN has no shipping scale, so he uses his "in-store" wagon scale weights as his "out-store" carload "weights." He sold two carloads of corn, one to White and one to Black. When the returns for White's car arrived, showing a shortage of 2800 lbs., Mr. Green nearly had a "hemorrhage," and the more he checked and re-checked the loads that went into the bin from which White's corn was drawn, the madder he got and the louder did he call "thief." But when the returns from Black's car came in, showing an over-run of 2820 lbs., Mr. Green subsided and Mr. White wonders why Green suddenly stopped kicking.

BROWN BOT three cars of wheat from Smith. The first car fell short only 30 lbs., while the following two cars fell short 1600 and 1550 respectively. Brown immediately weighed his man "Friday" on his track scale, and the beam registered just 200 lbs., his man's true weight. "Ha! Ha!" cried Brown, "I have proved the accuracy of my track scale," and forthwith did he pounce upon Smith, but Smith was from Missouri, and he sent his trusty Scale Inspector to investigate and the scale inspector found a broken level in Brown's scale. Later, the switching crew confessed to having run their engine over Brown's scale. Now Brown writes nice reasonable letters to Smith when he has a grievance, which causes Smith to investigate with a better taste in his mouth.

ONCE UPON A TIME Smith's weighman read the "weight" of a car on a track scale as 98600 lbs., and being a very careful man, he checked and rechecked the weight to be sure he had made no mistake. Later, Smith, himself, weighed the car, in order to check the weight recorded by his weighman, and he found the beam balanced at 99400 lbs. instead of 98600 lbs. He forthwith proceeded to separate his weighman from his job, when lo and behold, the scale beam lost its balance again. A new balance was struck at 98600 lbs., the weighman's first weight. Investigation developed the fact that a cat had perched on one of the levers when Smith reweighed the car, which caused the increased weight, and almost cost the weighman his job.

JONES SHIPPED A LOAD OF CORN weighing 60,000 pounds in NP car 45556. At about the same time Brown shipped U P car 45556 (same car number) loaded with 44000 lbs. of corn. Both cars were unloaded at the same elevator, but Jones was paid for Brown's corn, and Brown received pay for Jones' corn. That

was one time when Brown had no kick to make about his returns. Jones, on the other hand, proceeded to take the hide off of Weighmaster Smith, but when Weighmaster Smith saw that Jones' letter referred to NP car 45556, while the certificate attached thereto called for UP car 45556, he immediately caused Brown to disgorge, to the great delight of Jones.

Jones knew that his wagon scale was absolutely correct, for did he not test it each morning with a 50 lb. test weight? After much complaining, however, he finally consented to let Weighmaster Smith test the scale, but Smith used 1000 lbs. of standard test weights, instead of a 50 lb. weight, which showed the scale to be fast 5 lbs. to the 1000 lbs., or 300 lbs. to each carload of wheat weighing 60,000 lbs. Jones and Smith are fast friends now.

ONCE UPON A TIME BROWN'S car loading spout began to leak grain into house bin No. 5, containing some choice No. 2 red winter wheat. Because of this leak, Brown's weights fell short at destination. In consequence of the shortages Brown had his scale tested, and the Scale Inspector pronounced it "absolutely correct and in fine working order." Thereupon Brown looked after the weighing of five cars himself, but strange as it may seem, these five cars also fell short in weight, and great was the wrath of Brown.

He called him "dub" who weighed the wheat!

And other names, I'll not repeat.
He made a "Hades" in the air,
And sent the poor weighmaster there,
To cry and moan in grim despair.

Later, however, the choice red winter wheat from bin No. 5 was shipped to market, and a "pitiless" grain inspector reported it badly mixed with corn and oats. Brown now has a new loading spout made entirely of iron. Brown bot the "dub" weighmaster a good dinner not long ago, which the "dub" weighmaster enjoyed very much.

MR. KICKUM PERSONALLY made out a list of car numbers and gave the list to Smith, with the request that Smith notify him when the cars were unloaded. About one week later Mr. Kickum made a very strenuous "holler" to Smith because two cars which he (Kickum) claimed he put on the list, had been unloaded without any notification being sent to him. Now it happened that Smith had personally checked all the cars, and therefore he was equally positive none had been overlooked. Both Kickum and Smith then carefully scanned Kickum's original list and Smith's records, with the result that they found that Mr. Kickum, on the one hand, had omitted to include one of the missing cars, while Smith, on the other hand, had overlooked the other car. Each of them then, in the presence of the other, loudly "cussed" his office boy.

DURUM WHEAT growers will be interested in the discovery of a new variety of durum wheat which is able to survive snowless winters that kill or severely injure other winter wheats. Frank M. Meyers, agricultural explorer of the foreign seed and plant introduction division of the Dept. of Agri., found the wheat last Summer on his trip thru Central Asia. He describes it as being a new and valuable variety of black-bearded durum wheat, having long, open ears. The wheat was developed by the Russian government's experiment station at Bezenshook, southeastern Russia, and is called teiskaia.

Crop Improvement Work Sweeping Country.

The work of organizing county farm bureos is making tremendous progress. At the Interstate Agri. and Industrial Congress held at St. Joseph, Mo., Mar. 6 to 8th, attended by 1,500 farmers from forty surrounding counties, a permanent crop improvement ass'n was organized. To be eligible to this ass'n the farmers in each county must organize a local farm buro.

In the State of Minnesota every county has a farm buro. Forty Oklahoma counties are so organized, and the Spokane Chamber of Commerce is getting buros established in the counties comprising "The Inland Empire." In all 152 counties have employed agricultural agents and are working in conjunction with their state colleges and the U. S. Office of Farm Management towards better farm methods.

The Chicago, Burlington & Quincy R. R. Co. is offering liberal sums to counties along its line which organize agricultural ass'ns. The Crop Improvement Com'te assigns \$1,000 to each county organizing a farm buro. So far this com'te has mailed out 43 checks and expects to send out 100 more checks soon.

A bill is now before the Indiana Legislature appropriating \$1,500 to each county organizing a better farming ass'n and collecting \$500 from its members. This money, added to the \$1,000 offered by the Council of Grain Exchanges and the \$1,200 contributed by the national government, gives the ass'n ample funds to work on. Portage County, Ohio, has an association of 1,600 farmers, each member of which must contribute \$10 annually for five years. Thus, the farmers of that county have a fund of \$16,000 yearly to aid the cause of better farming.

The entire country is awakening to the tremendous importance of the better farming movement. The national government, the state agricultural schools, farmers' granges, railroads, boards of trade—all are working together for the purpose of aiding the American farmer to realize the highest possible return for his labor and his investment.

CROP IMPROVEMENT.

Montgomery County, Ia., has employed Rex Davidson as a crop expert.

Henry County, Ia., farmers have organized a better farming ass'n and will employ an expert to advise them on farm problems.

Oat seed should be tested before sowing. The testing process is simple and inexpensive, and gives the farmer an absolute check on his seed. It does not pay to sow oats which will not test 95%.

Ten million dollars will be expended between now and 1923 by the Dominion of Canada government for the advancement of agriculture. This is in addition to any sums which the various provinces may appropriate for this purpose.

The major portion of the oat crop would grade No. 2 at least, if the sowing, harvesting and threshing were done at the proper time. The difference in price between No. 2 and No. 4 white oats is sufficient to justify the extra care and labor involved.

Bureau County, Ill., will operate an experimental farm. An agricultural expert will be employed to advise the farmers on crops, to analyze the soil, and also to conduct experiments on alfalfa. Twenty acres of land and \$1,000 have been voted to carry out the project.

Eastern Washington and Northern Idaho will unite in giving an annual corn show. The first will be held at Colfax, Wash. Thereafter the exhibition will be given on railroad trains at various towns in Spokane County. Farmers are finding that corn can be profitably grown in Spokane County.

Samples of seed corn from every county in Iowa will be tested by the Dairy and Commission Laboratory at Des Moines. W. B. Barney of the laboratory says, "The better seed corn agitation started last year saved the state millions of dollars. Next month is the time to test seed corn. It should be done before the planting season arrives."

A lecture on crop improvement was given under the auspices of the crop improvement com'te of the council of grain exchanges by Bert Ball Feb. 25 at the court house, Minneapolis. The purpose was to acquaint Minneapolis with the

agricultural uplift work that has become so important in the northwest.

Wilt resisting flaxseed has been produced by the North Dakota Agri. Experiment Station which is capable of growing a normal crop of flax, or even better, on old, flax-sick lands. Such seed will keep this resistance against wilt just as long as the seed is properly handled. In its press bulletin No. 57, dated January, 1913, the experiment station explains the method of producing the seed.

The Wisconsin plan of organizing grain breeding clubs is meeting with hearty support in the state, and Michigan, Iowa, Minnesota, North Dakota, South Dakota and other grain states are considering the adoption of this plan. By means of these clubs the farmers are strongly impressed with the importance of grain breeding and are aided in every way to undertake similar work on their own account.

The necessity of testing seeds cannot be over emphasized. A. F. Borchert, expert of the Better Farming Ass'n, Stutsman County, N. D., in testing the seed of the farmers in that county, found corn seed that was 2% to 50% dead, barley 88% dead, flax 30% dead, and durum wheat 48% dead. The farmer would have to plant 50% more seed in order to secure a full stand. The first step towards increasing the yield is to test all the seed used.

"Organization and Instruction in Boys' Corn-Club Work" is the title of a pamphlet prepared by O. H. Benson, Specialist in Charge of Club Work. His purpose is to give instructions on the organization of boys' corn-clubs. The corn-clubs have done a great deal of good towards educating farmer boys in farm work, keeping them interested in farm life, improving crop yields and increasing farm profits. Bureau of Plant Industry, Office of Farm Management, Washington, D. C.

Seed oats can be treated with formaldehyde for smut at a cost of 8c to 10c per acre. One pound of 40% formaldehyde mixed with 40 gallons of water will treat 40 bus. of oats. The oats are spread out thin, sprinkled with the formaldehyde solution and covered with gunny sacks to prevent the drug from evaporating too rapidly. The treatment may be done in the evening and the oats left covered during the night. By stirring the oats the following morning, they will dry rapidly and may be sown the same day.

The Farmer Who Knew.

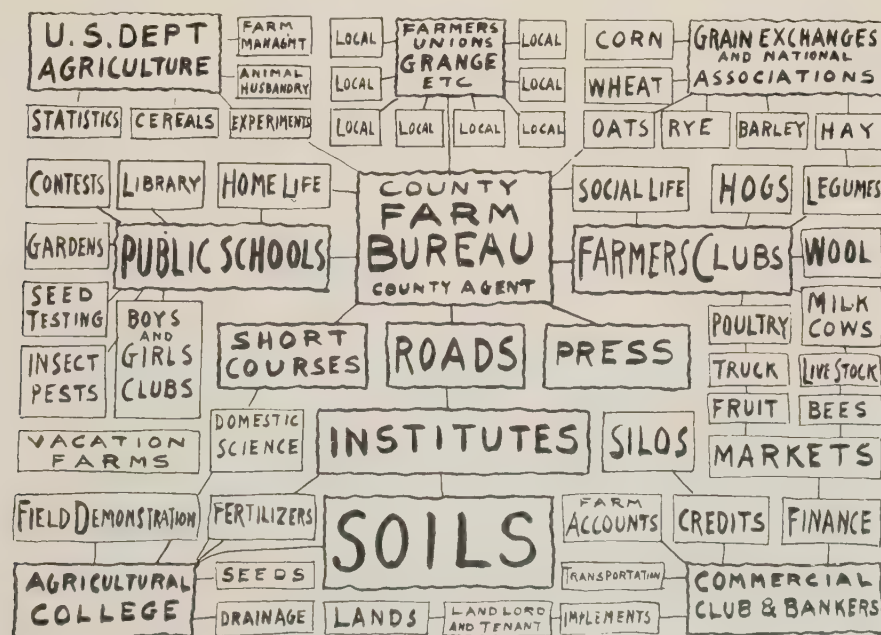
An old-time farmer was examining the collection of ears being tested at the Wulfekuhler state bank at Leavenworth, Kan.

"I can tell good seed corn just by the looks and feel of it," said he. "There's what I call a good ear for seed."

Mr. Wulfekuhler took the number of the ear and then turned to the tester and located the square in which the test kernels from this particular ear had been planted. They had not sprouted.

"That just shows," said Mr. Wulfekuhler, "what we are up against. The great trouble is that most all of these farmers do not believe what we tell them. They still think they can pick grain by looking at it. That 'think' of theirs will cost the United States a hundred million dollars this year."

The Journal is all anyone could wish for as a grain journal and gives many good suggestions in each number.—W. E. Gamble, mgr., Larrabee Mfg. Co., Greensburg, Kan.



Organizations and Factors Interwoven in Crop Improvement Work.

Seeds

Little cane seed coming to market.—J. L. Brooks, Wellington, Tex.

L. C. Brown of LaGrange, Ill., will build a seed house at Kankakee.

Clover looks well in this vicinity.—Stafford Grain Co., Jamestown, Ind.

Quite a lot of timothy in farmers' hands this spring.—R. A. Burke, mgr. Farmers Elvtr. Co., Alden, Minn.

Clover seed imports during the week ending Mar. 8 amounted to 1,199 bags, including 953 bags at New York and 246 at Philadelphia.

Peoria received 420,000 lbs. of seed and shipped 120,000 lbs. during February; compared with 210,000 lbs. received and none shipped during February, 1912.—John R. Lofgren, sec'y Board of Trade.

Baltimore received 1,150 lbs. of clover seed and shipped 1,283 lbs. during February; compared with 1,669 lbs. received and 15 lbs. shipped during February, 1912.—James B. Hessong, sec'y Chamber of Commerce.

Duluth receipted 1,132,219 bus. of flax seed and shipped 81,826 bus. during February; compared with 342,882 bus. received and 644,834 bus. shipped during February, 1912.—Chas. F. Macdonald, sec'y Board of Trade.

Minneapolis received 1,246,480 bus. of flaxseed and shipped 199,000 bus. during February; compared with 459,300 bus. received and 141,700 bus. shipped during February, 1912.—John G. McHugh, sec'y, Chamber of Commerce.

A combination hammer and pry bar is being given away by the Oxley Seed Co., Gibson City, Ill., as a premium with every five bags or more of clover, alsike, and alfalfa seeds. The tool is drop-forged and is a neat and useful device.

The flaxseed crop of Argentina this year, amounting to 44,485,000 bus., is said to have broken all records, as reported by the U. S. Dept. of Agriculture. Last year's crop was 22,518,000 bus., and the banner crop of 1908-9 totalled 43,332,000 bus.

North Dakota seed is in demand. H. L. Bolley, of the Agri. College of that state, says that the call for seed from points outside of the state aggregates thousands of bushels per week, and that on Feb. 10 the requests for seed oats from outside points amounted to 30,000 lbs.

Cincinnati received 112 bags of flaxseed, 8,380 bags of clover, 1,061 bags of timothy and 16,524 bags of other seeds during February; and shipped 41 bags of flax, 7,583 bags of clover, 4,474 bags of timothy, and 16,126 bags of other seeds; (bags containing 100 lbs.)—Wm. Culkins, Supt., Cincinnati Chamber of Commerce.

A seed and grain sample carrier has been devised by Prof. A. C. Arny of Minnesota State University. The carrier is a glass-covered piece of cardboard with long slots bound in iron holding the sample of the seed and the head of the stalk as it grows in the field. The carrier will hold seven specimens. It is intended for the use of agricultural students.

Chicago received 577,000 lbs. of timothy seed during the week ending Mar. 8, compared with 368,900 lbs. during the same week in 1912. Receipts of clover seed amounted to 258,000 lbs. compared with

77,100 in 1912; other seeds amounted to 24,000 lbs. compared with 271,800 lbs. in 1912; and flaxseed totaled 56,000 bus. compared with 26,700. Shipments for the same week amounted to 1,325,000 lbs. of timothy seed; 468,000 lbs. of clover seed, 900,000 lbs. of other seeds and no flaxseed, compared with 248,100 lbs., 6,700 lbs., 1,269,300 lbs., and 6,700 bus., respectively, in 1912.

By sowing only plump seed definite increases in yield may be expected. Tests made by the Ontario experiment station show that for the first three years the difference was 10.4 bus. per acre in favor of the heavy seed over the light seed, and for the last three years the difference in yield was 22.4 bus. per acre. Furthermore, the difference in weight per bu. increased from 3.2 lbs. the first three years to 9.5 lbs. the last three years.

Idaho alfalfa growers are angry at California because of the quarantine which that state has raised against their seed. California buyers say that the Idaho alfalfa is infected with weevil; the Idaho growers claim that the pest has been confined to two counties and insist that there is no reason for excluding the seed from other counties. Harry S. Smith, superintendent of the California state insectary, has gone to Idaho to investigate the matter.

March clover seed prices will depend mostly upon the cash demand. This will feel the weather. Some Eastern sections have liberal crop and demand thereabouts will be less than usual, but other sections and Canada will want considerable. Fresh speculative demand may be moderate, leaving market sensitive. March liquidation in timothy seed disappointed the bears. Many changed over to May. Spring demand is generally satisfied in April.—C. A. King & Co.

Several pure seed bills of an impossible character have been introduced in the Ohio Legislature. The makers had good intentions, but the results would have been disastrous to the trade and producers. Comite had hearing Mar. 6. E. V. W. Kuehn and Chief Culver explained the results. The comite agreed that they would substitute the federal inspection bill modified to suit Ohio. They were reasonable. Ignorance is the curse of the trade. Enlighten.—C. A. King & Co.

Milwaukee received during the month of February 360,780 lbs. of timothy seed; compared with 128,320 lbs. in 1912. Clover seed receipts amounted to 414,210 lbs. compared with 828,095 lbs.; flax seed, 111,600 bus., compared with 72,000 bus. Shipments figured as follows: timothy seed, 180,000 lbs. compared with 109,175 lbs. last year; clover seed 845,860 lbs., compared with 378,805 lbs., and flax seed 1,200 bus. compared with 25,788 bus. in 1912.—H. A. Plumb, sec'y, Milwaukee Chamber of Commerce.

Toledo during the week ending Mar. 8 received 822 bags of clover seed and shipped 5,371 bags, compared with 1,850 bags and 4,015 bags during the corresponding week last year. Receipts for the season to date amounted to 44,118 bags, compared with 30,949 bags last year; shipments this season, 31,982 bags compared with 27,357 bags in 1912. Alsike seed receipts during the week totalled 45 bags and shipments were 330 bags. Timothy seed movement was as follows: receipts, 1,226 bags, shipments, 2,107 bags; receipts for season 47,193 bags, compared with

33,495 bags last season; shipments for season 32,181 bags.

London, Eng.—A steady demand has developed in spring sowing seeds with the improvement in the weather. English red clovers come out, all qualities, and maintain their price in competition with the foreign seed on offer. Alsikes unchanged in Canadian, American and Continental seed. Whites scarce and firm. Trefoil, Provence Lucerne, and timothy unchanged. In grasses: French-Italian, Irish-Italian and perennials move quietly at firm prices. Cocksfoot and meadow-fescue show fine samples and firm prices.—John Picard & Co.

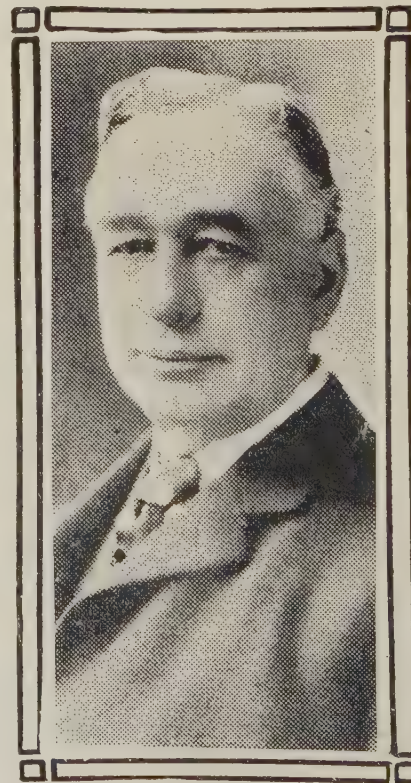
Kafir corn is rapidly becoming an im-

Death of Joseph A. Bolgiano.

Joseph Ault Bolgiano, retired head of J. Bolgiano & Son, the well-known Baltimore seed house, died Mar. 1 at the home of his daughter at the advanced age of 77. Mr. Bolgiano entered his father's seed business directly from school and, except for the last fifteen years, was actively engaged in this work all his life. He was for many years presiding officer of the American Seed Trade Ass'n and is known to seedsmen all over the continent.

Mr. Bolgiano, in addition to his activities in the seed trade, was prominent in financial circles. He was a director of the Fidelity & Deposit Co., the Fidelity Trust Co., the Security Storage & Trust Co., Maryland Casualty Co., and the National Howard Bank. Mr. Bolgiano was a prominent Methodist, being one of the organizers of the Greenmount Methodist Episcopal Church. He was among the first of Baltimore's prominent citizens to lend his support to the Young Men's Christian Ass'n and for a number of years served as its president.

Mr. Bolgiano was active in everything that helped to better trade conditions and gave his encouragement to every move that had for its purpose the improvement of the seed trade ethics.



J. A. Bolgiano, Baltimore, Md., Deceased.

portant article of export. Galveston has shipped 75,000 bus. so far this season and more business is in prospect. Chicago has received since Nov. 1 about 500,000 bus. of kafir corn and milo maize and Kansas City reports 346,000 bus. of kafir in store there. Demand for the grain from the chicken feed trade is steadily growing and a number of bids for export are being made at slightly under the market. This is the first year that kafir corn has gone abroad in any quantity. Kafir corn is selling at prices that compare well with Indian corn quotations.

The free distribution of seeds by Congressmen was imperiled when the Senate eliminated from the agricultural appropriation bill a provision appropriating \$256,100 for that purpose. This old established graft is a typical example of political hypocrisy. Ostensibly the free seed appropriation was for the purpose of furnishing farmers with improved varieties; actually, the seeds are distributed by Congressmen broadcast at the expense of the government in an effort to gain votes. Unfortunately this clause was restored in the agricultural appropriation bill at a meeting of the conference committee of the House and Senate late the night of Mar. 2, and another quarter of a million dollars handed over to our national "statesmen" for their loved constituents. This appropriation is made in the same spirit as most of the provisions of the rivers and harbors improvement bill. No one pretends to believe that the nation is adequately benefited by so reckless a distribution of its revenues.

From the Seed Trade.

Nebraska City, Neb.—About 40% of clover sown last year was lost owing to the climatic conditions existing when the small grain was cut. Farmers are somewhat discouraged but we believe the acreage of grass seeds, clover, alsike, etc., will likely be increased. This spring's seeding will not use the timothy produced last year, and some timothy will be carried over. Weather favorable for seeding is three weeks earlier than last year.—E. D. Bartling, pres., Edward Bartling Seed Co.

Spokane, Wash.—Practically no field seeds are grown in the district tributary to the Spokane market with the exception of timothy and a small amount of red clover. The timothy growers are carrying over considerable of last year's crop of seed as well as hay, and there will undoubtedly be a considerable decrease in acreage the

coming year on both items.—L. C. Barrett, sec'y and treas., Spokane Seed Co.

Milwaukee, Wis.—We look for a big increase in acreage of all seed crops for the coming season. For several years we have had abnormally high prices, while this year, outside of red and alsike clover, everything in the seed line is very reasonable, which should be an incentive for farmers to sow large quantities. The condition of the ground is also very favorable so far. The alsike seed crop in Wisconsin was about 50% less than normal. This same condition prevailed in all the other states and in Canada. Timothy, on the other hand, had one of the largest crops ever grown, especially in sections that usually do not raise timothy. The Wisconsin crop was a very big one and most of the seed is still in the farmers' hands. The alfalfa crop was only a fair one in this country, but Europe had a large crop, with low prices. The supply of all kinds of light grasses, such as blue grass, red top, and orchard, is abundant and we see very cheap prices ruling. Green and Scotch peas are also plentiful; while white peas are scarce with exceptionally high prices. On the whole, we look for a very large trade this spring and believe everything in the clover line, also timothy, will be in demand.—L. Teweles & Co.

Corn Piled in Open for Want of Cars.

Over 40,000 bus. of corn are piled at one Iowa station in the open, exposed to damage by rain, snow and frost, on account of the failure of the railroad company to furnish cars in which to ship.

This corn is some that the country dealer had to take in the ear, altho it was under contract for December delivery shelled. Had cars been furnished by the railroad company the corn would have been shelled by the growers, as per contract, hauled to the wagon dump and elevated into cars.

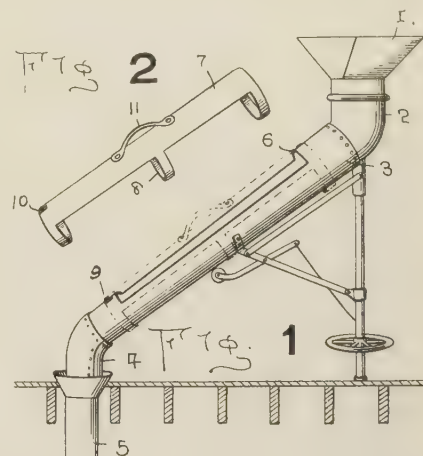
The failure to furnish cars compels a double handling of the corn; and the exposure to the weather spells nothing but loss for the grain dealer.

The regular cribs at this station are all full; the pile shown in the engraving being the surplus that in other years when the railroad furnished cars was shipped shelled thru the elevator. These temporary cribs are made of telegraph poles set well apart, the corn being retained by fence wire netting strung on the poles. The pile in the foreground is several hundred feet long, and in the background is

seen another similar crib. For the photograph we are indebted to H. M. Paynter.

Improved Distributing Spout.

In his work at the elevator A. W. Erickson found that much time was lost and labor wasted in clearing the distributing spout, one of those in common use. Hence he invented the accessible spout shown in the engraving,



for which he was recently granted letters patent No. 1,048,513.

Sometimes buckets become loose and are elevated up with the grain. Also sticks of wood and other foreign objects, which may be in the grain, will lodge in the spout and stop the passage of the grain, thus requiring the entire removal of the spout in order to withdraw the lodged objects thru the upper end of the spout.

Erickson's improved spout has the top half made removable, the complete spout being shown in Fig. 1 and the removable part in Fig. 2. At 1 is the hopper into which the elevator head discharges; 4, the bin inlet; 6 to 9, the opening, preferably near the discharge end of spout; 7, the cover; retained by a notch, 10, and bands, 8; and slid aside by the handle, 11.

With this new improvement it is only necessary to grasp the handle of the enclosure and move it upward enough to disengage lug and notch at lower end. The enclosure can then be rotated on the spout until opening is fully disclosed. The operator may then insert his arm and quickly remove the obstacles, requiring but a minute.



Forty Thousand Bushels of Corn in One Pile, Waiting for Cars at an Iowa Station.

Feedstuffs

San Francisco received 782 tons of bran during February, compared with 1,371 tons last year.—Henry C. Bunker, Chief Inspector, Chamber of Commerce.

Cincinnati received 7,375 tons and shipped 4,895 tons of bran and middlings during February.—Wm. Culkins, Supt., Cincinnati Chamber of Commerce.

Peoria received 7,105 tons of feed and shipped 6,492 tons during February; compared with 7,968 tons received and 9,436 tons shipped during February, 1912.—John R. Lofgren, sec'y Board of Trade.

Baltimore received 1,068 tons of feed and shipped 78 tons during February; compared with 587 tons received and 70 tons shipped during February, 1912.—James B. Hessong, sec'y Chamber of Commerce.

Minneapolis received 3,986 tons of feed and shipped 43,439 tons during February; compared with 4,505 tons received and 51,947 tons shipped during February, 1912.—John G. McHugh, sec'y Chamber of Commerce.

"Fattening Hogs in Nebraska," bulletin No. 124 by E. A. Burnett, director, Agri. Experiment Station, Lincoln, Neb., gives the cost of feeding hogs different rations, as determined by experiments made at that station.

Milwaukee received 7,980 tons of feed during February, compared with 3,278 tons in 1912; and shipped 6,673 tons compared with 13,194 tons in 1912.—H. A. Plumb, sec'y, Milwaukee Chamber of Commerce.

Alfalfa meal very materially assists in the complete assimilation of corn or other grain with which it is fed, and also possesses something of the properties of wheat bran. Chemical analyses show it to contain around 14 per cent of protein, 2 per cent of fat, 40 per cent of carbohydrates and 25 per cent of fiber.

A shipment of 119 sacks of bran belonging to A. L. Bartlett & Co., Rockford, Ill., and manufactured by the Pillsbury Flour Mills Co., was seized by pure food inspectors on the charge that it contained an undue percentage of screenings. William Furst, a Minneapolis lawyer, has gone to Washington to represent the Pillsbury Co. This case is similar to the seizure of bran belonging to the Dunlop Mills.

Dried potatoes are extensively used for cattle food in Germany. In 1910 there were 257 concerns, manufacturing in the season 1910-1911 417,641 tons of this feed. The use of dried potatoes arose from the impossibility of feeding cattle raw potatoes without causing certain forms of sickness. Experiments prove that the treated potatoes are excellent fodder with highly nutritive qualities, and are digested just as readily as any of the best feeding materials.

J. D. Braue, Inc., Jordan, N. Y., was incorporated Feb. 10 with a capital stock of \$100,000 to manufacture mixed feeds and handle grain. Jordan is on the N. Y. C. & H. R. and West Shore Rys., 17 miles west of Syracuse. The elevator has a capacity of 150,000 bus. of grain and 50 carloads of alfalfa for storage, and is fully equipped to manufacture dry and mixed molasses feeds. It is also equipped with first class milling machinery. The

officers of the new company are J. D. Braue, pres. and mgr., M. L. Braue, vice-pres. and Arthur N. Ellis, sec'y and treas.

Instead of taxing mills 10c per ton on every ton of feed sold in the state, as the feedstuffs law now in force requires, a bill has been introduced in the Kansas legislature to tax a mill of 50 bbls. or less capacity \$5 annually for each registration of different feeds. A mill having a capacity between 50 bbls. and 300 bbls. would be taxed \$10 annually for each registration; and a mill having a capacity of 300 bbls. would be taxed \$12.50 annually for each registration. The bill was drawn up in a conference between Pres. H. J. Walters of the Kansas State Agri. College and a com'te of millers, and was amended by the Agri. Com'te of the Kansas House.

Each bag of feed sold in Alabama on and after Mar. 15, in order to comply with the rules issued by the Commissioner of Agri., must have a tag attached to the bag bearing the brand name of the feed, the weight, the guaranteed analysis, the name of the manufacturer, and the ingredients of the feed. The tax stamp must be attached to this tag. The brand name or trade mark filed in the Commissioner's office for registration must be printed in full on the guarantee tag attached to the bag. If guaranteed analysis is printed on the bag it must be exactly the same as printed on the tag. In all cases the tag must be attached to each bag. The guarantee on the guarantee tags must also agree with the guarantee filed in the Commissioner's office.

The new South Dakota feeding stuffs law went into effect Jan. 1, 1913. The law requires that any company shipping feedstuffs into the state must register its products with the Food and Drug Dept. and pay an annual inspection fee of \$15. The feeds must also be labeled showing the net weight of each package, the trademark, name or brand, the name and address of the manufacturer or jobber, the minimum percentage of crude protein and of crude fat, the maximum percentage of crude fiber, and the common name of each ingredient. The law covers "all concentrated foods for animals or poultry, except unmixed seeds or grain, hay stover, corn fodder, and such feeding-stuffs as are manufactured in South Dakota from wheat, oats, barley, corn or rye when unmixed with other substances." A penalty of \$50 is provided for any violation of the law.

The government ruling that wheat bran must not contain over 3% screenings was vigorously protested by J. W. Craig, Jr., of the Dunlop Mills, Richmond, Va., before a meeting of the Pure Food Board at Washington on Feb. 25. Mr. Craig explained that there are two methods of milling wheat. In one, the wheat is screened but once and then ground into flour, shipstuff and bran. The better equipped mills, however, screen the wheat twice. The tailings from the second screening, which consist mostly of shriveled and light weight kernels, are ground into shipstuff and bran. The bran obtained from the secondary screening is of high feeding value and greatly enriches the bran made from the primary screening. Under present methods of harvesting and handling wheat it is impossible to prevent some weed seeds and foreign matter from getting in the wheat. Mr. Craig suggests that the government investigate the matter and ascertain what would be the maximum percentage to allow for this, taking into consideration the variation that is certain to occur from year to year.

UP-TO-DATE DAKOTA GRAIN Elevator.

Experience gained in the operation of the elevator which was burned in the spring of 1912 convinced the directors of the Farmers Elevator Co., Jessie, N. D., that money invested in a good plant would be returned many times over in satisfaction to the patrons. Accordingly they tried successfully to make the new house shown in the engraving the best elevator on that line of road. Agent Alfred J. Borsheim is so proud of the new plant he has had postal card photos made representing the elevator, with his own portrait framed into the picture.

The new building is 60x45 by 104 ft. high, having in connection a dust house 18x18x12 ft., all covered with galvanized iron siding and seamless metal roofing.

The elevator has a capacity of 45,000 bus. and contains eight large side bins and eight overhead bins. Under the entire structure is a concrete floor and foundation. It contains two legs equipped with 6x12 in. cups emptying a large pit having a capacity of 250 bu. The elevator is also equipped with an Automatic Weigh-Out Scale; a No. 7 Monitor Dustless Cleaner, and a man-lift giving easy access to the cupola. It contains a Fairbanks Dump Scale.

Separate from the main building is a spacious iron-clad office and engine room. A 15-h. p. Fairbanks-Morse engine drives the machinery, taking its cooling water from an eighty-five foot well.

This station has handled 400,000 bus. of grain.

THE ARGENTINE CORN crop this season is estimated at 196,842,000 bus., or 66.5% of last year's production, by the International Institute of Agriculture.



A. L. Borsheim, Jessie, N. D.

Grain Carriers

The Pennsylvania System has ordered 10,000 freight cars, 500 of which will be wood and steel box cars of 100,000 lbs. capacity.

Edgar F. Clark of Iowa was named chairman of the Interstate Commerce Commission Mar. 5 to succeed Franklin K. Lane, now Sec'y of the Interior.

That the Panama Canal will be opened next fall, two years ahead of time, was positively announced Mar. 5 by Col. George W. Goethals, Chief Engineer.

For failure to collect published rates of demurrage at East Buffalo, the N. Y. C. & H. R., L. S. & M. S. and N. Y. C. & St. L. Rys. were fined \$55,000 in the U. S. court at Buffalo on Mar. 4.

The ten fleets of the Gilchrist Transportation Co., Cleveland, O., comprising 48 vessels, were sold at auction Mar. 6 for \$3,500,000. The sale was made to satisfy creditors of the bankrupt concern.

The government of Manitoba plans extensive construction in the near future. Lines circling La Pas will be the first constructed. Other extensions around Lake Winnipeg and into the province of Alberta are under consideration.

The Midland Continental R. R. will build 150 miles of track north from Jamestown, N. D., by way of Wimbledon or Courtenay, according to information given out by H. S. Duncombe, pres. Material for 30 miles of track is on the ground and construction work will commence just as soon as the route is fixed.

Grain rates between Missouri River towns and St. Louis to Chicago were investigated at a hearing held in St. Louis Feb. 18 by C. H. Meyer, special examiner for the Interstate Commerce Commission. The investigation is due to a complaint that the rates are excessive. The rates from points west of the Mississippi River to Texas towns were investigated on Feb. 19.

The car shortage, which was somewhat relieved during January and early in February, is again becoming more acute.

The House of Representatives on Mar. 3 adopted the conference report on the rivers and harbors bill, carrying \$47,868,894.

The proposed advances in break-bulk rates on grain and grain products from Milwaukee, Manitowoc, and Kewaunee, Wis., to Boston, Mass., and other points, contained in Pere Marquette tariff ICC 2594, supplement 12, were argued before the Interstate Commerce Commission on Feb. 8. The Chamber of Commerce of Milwaukee based its opposition to the advance on the fact that the break-bulk rates have been in effect since 1888, not only on grain but on all classes of business; and that the extra income accruing to the railroad, amounting to \$1.75 per car, or not in excess of 1-3c per 100 lbs., furnishes no ground for an advance in these rates.

Grain shippers are indirectly interested in the complaint by the Southwestern Missouri Millers Club against the railroads of the southwest decided by the Interstate Commerce Commission Feb. 4, in favor of the railroads, in which the millers sought to get reparation for the expense of padding and lining cars for flour shipments, on the basis of the carriers' Rule 1 "When cars furnished by this company for grain or other loading requires repairing in order to insure against leakage in transit, and material necessary for repairing is furnished by the shipper, this company will pay the actual cost of same, but not to exceed 80 cents per car." Commissioner Meyer held that "The leakage which the tariff was aimed to prevent was leakage of grain or other commodities from the car, and of moisture into the car. The tariff rule was not intended to cover leakage from a package in the car to the floor of the car." At the same time the commissioner ordered the carriers to cease the discrimination whereby the Missouri Pacific limits the payment of the 80 cent allowance to business originating within the switching limits of St. Louis.

The Equity Grain & Mercantile Co., Driscoll, N. D., has filed suit against the Northern Pacific Ry. Mar. 5 for \$436 covering loss in transit from a shipment of flaxseed consigned to Atwood-Larson Co., Minneapolis, Minn. The complainant states that 59,638 lbs. of flaxseed were loaded in the car and that 16,998 lbs. were lost in transit.

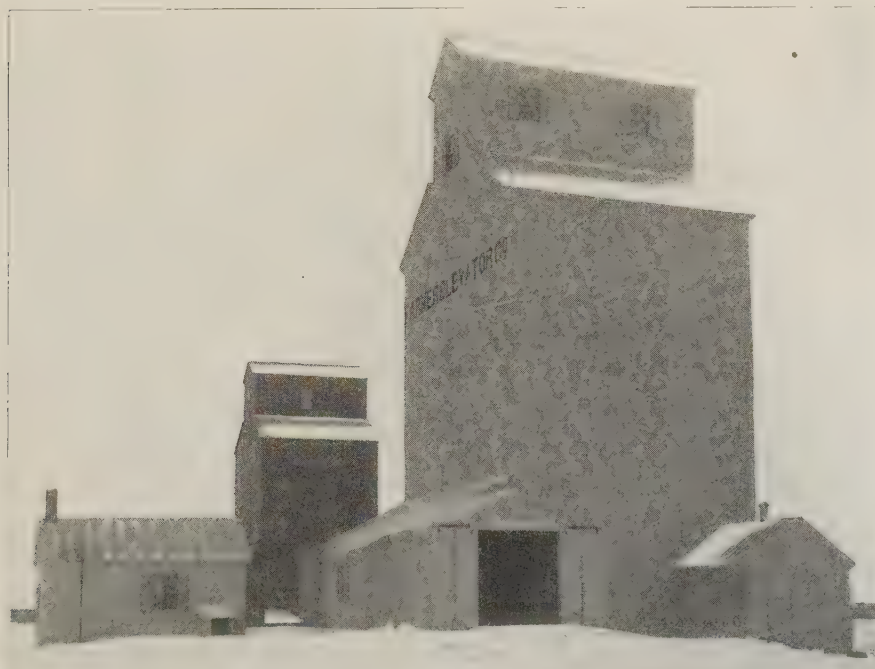
The 30% increase in freight rates on grain and grain products proposed by the C. R. I. & P. Ry. from Chicago, St. Louis, and Mississippi River rate territory to points in Oklahoma and the Southwest, has been suspended by the Interstate Commerce Commission until July 5. The railway proposed to make the increase by cancelling existing thru rates and charging a combination of local rates.

Grain doors are a source of considerable friction between grain shippers and railroads. The rule given in Supplement No. 9 to ICC No. A-374, item 20-A, covers the question of furnishing lumber for grain cars: "Suitable grain door boards will be furnished at all loading stations for use in cooperating cars, and in the event that the supply at any station should run short, the local agent is authorized to purchase the necessary lumber until such time as his supply of grain door boards is replenished."

A heavy traffic on the Great Lakes is predicted for the coming season and a congestion of grain at Buffalo is feared. Fifty-nine boats loaded with grain are lying at Fort William awaiting the opening of navigation. An additional 23,000,000 bus. is stored in elevators at Fort William and vicinity. Duluth elevators will probably have 30,000,000 bus. to ship. The ore trade expects to move 50,000,000 tons and the coal business should be heavy on account of the present shortage. Vessel owners anticipate a record breaking year, despite the advance in ore, grain and coal rates.

Kansas City railway-owned elevators were the subject of a conference at Chicago Feb. 27 with Commissioner Prouty of the Interstate Commerce Commission. Privately owned elevators in Kansas City proved unprofitable, and in order to hold the traffic the principal railroads were forced to build their own grain handling plants. All save the Kansas City Southern and the Missouri Pacific leased their elevators to private operators. Elevator owners in other markets, particularly in Omaha, have objected strenuously to this practice, but it is not believed that the Interstate Commerce Commission will attempt to prohibit it.

Railway weighing inaccuracies cost shippers large sums of money, according to testimony before Interstate Commerce Commissioner Prouty in hearings recently closed at Chicago. The commissioner suggested that all weighing of cars be done under government control; and asked the railroad representatives to submit briefs on the subject. Grain weights are accurately taken on hopper scales when grain is unloaded into elevators; and to provide accurate weights for the comparatively small percentage of grain unloaded at the large terminals from team tracks and weighed on wagon and track scales, W. M. Hopkins, manager of the transportation department of the Chicago Board of Trade, suggested to the commissioner that the railroads erect small elevators at the team tracks, whereby the weighing at these tracks can be conducted under the superior system maintained by the Chicago Board of Trade.



New Elevator of Farmers Elevator Co., at Jessie, N. D.
(For description see facing page.)

TRI-STATE GRAIN PRODUCERS.

Over sixty shippers from Northwestern Ohio attended the meeting of the Tri-State Grain Producers and Dealers Ass'n. held in the Boody Hotel at Toledo, Ohio, Feb. 28th.

Pres. S. L. Rice of Metamora called the meeting to order promptly at 1:30 p. m., and introduced D. R. Risser of Vaughnsville.

Mr. Risser read a paper on "Seed Grain, How to Select It, and Its Bearing on Our Business," from which we take the following:

SEED GRAIN—HOW TO SELECT IT.

The selection of seed is one of the most important factors in improving and securing larger crops. The farmer must have the seed to sow or else he could not expect to reap. Grain dealers and elevator men should be interested in the selection of seed grains. They are in a position to assist the farmer in securing better seed grain, but I believe the elevator man does not take the interest he should in seed grain. I have been very much interested, possibly more than a number of other grain dealers, for the reason I devote a share of my time to the farm.

I have been experimenting with a new variety of barley that was highly recommended by a firm that makes a business of breeding grain, but I found this barley to be a great disappointment. While this same barley may have done well in some sections of the country, it was a failure in my section. I tried to grow the barley for several years with the hope of making it a success, but failure was my lot every trial. The barley would not stool well and was slow in growing, rather coarse straw, would be late in ripening and consequently get struck with rust. The quality of the barley would be fairly good, but usually a poor yield. I have heard of winter barley and know of some of my farmers that have sown barley in the fall and secured a good crop, and last fall I sowed some of the barley I was experimenting with, but it has failed again, as it is all winter killed.

I am growing the Oderbrucker barley now, and find this barley far ahead of the pedigreed barley. The straw is not coarse, stools more, ripens much earlier, and is in every respect the best barley for my section of the country. Farmers should be careful in purchasing new varieties of grain, not sow too much, but try it out and see what it will do.

Every elevator man should impress upon the farmers' mind the importance of seed selection, and select grain that is suitable for his section. The loss and trouble occasioned by bad, inferior seed, something that will not grow or produce the best crop, even if it did grow, loses the farmer and the grain dealer large sums of money.

I know of an instance in my neighborhood where a farmer sowed oats that was musty, and the result was that the oats did not grow. The second sowing was late, and at harvest time he failed to get half a crop, just because he did not select his seed grain. I know of several instances where farmers sowed rye and they were obliged to sow the second time. Last year being a wet threshing season, a large amount of the threshed grain would not be suitable for sowing.

It will be a hard matter to get good seed oats this spring, and we dealers should insist on the farmers getting busy and selecting their seed oats and, better still, have them test the germination of the oats. The sowing of oats that will not grow means a loss to the farmer and also to the elevator man. According to reports the crop of oats for 1912 was 1,420,000,000 bus., nearly 500,000,000 more than 1911; the yield was 38½ bus. This is the greatest oat crop in the history of the United States.

While we have had a record crop, the quality has not been good, and reports from general markets make the receipts mostly musty, mow-burned (stinkers), to fairly good oats. I think the State Board of Agriculture should get out a bulletin and also have articles published in local papers of the great importance of the selection and testing of the seed oats. This should be done at once, as the season for sowing oats will soon be at hand. This selection and testing of the oats is of greater importance this year than usual on account of the very bad condition of last year's crop.

Last year the great trouble was to secure good seed corn, but this year I think

we will have more trouble to secure good seed oats than seed corn.

Every country elevator man should feel himself interested enough in the farmer to encourage and show him the importance of selecting and testing all seed grain; also encourage the sowing of the same kind of grain in the neighborhood, and, by doing this, there is a greater opportunity in improving the crop, and at the same time the grain that the elevator man secures can be handled to better advantage and demand better prices; especially that would be the case in barley, as for malting purposes it should be of the same variety, something that will germinate about the same time. Elevator people could receive better prices on one variety of oats, also corn could be shipped to better advantage.

T. P. Riddle, Sec'y of the Ass'n, said in the discussion which followed this subject that every grain dealer should have a corn expert come into his community and investigate the conditions for a bigger and better yield. Also that grain dealers should attend the farmer institutes, so they could improve their business by equipping themselves with more scientific knowledge, which would result in more and better grain.

Rudolph Raabe, of Ft. Jennings, suggested that a standard breed of corn be obtained, some variety best adapted for the soil and climatic conditions for a higher and better yield of grain.

Mr. Risser stated that a grain man was foolish to try to put out new grain in a territory without first making a test.

Pres. Rice advised all elevator men to educate their farmer patrons in selecting good seed.

E. G. Odenweller, Ottoville, opened the discussion of "Scale Inspection and Repair, Is It a Success?" Mr. Odenweller said that he would not want to be without it, and that he advised every elevator man to have his scale tested at least twice a year. "An inspection seal on the scale inspires confidence, and settles any question arising over the correctness of weights."

C. T. Pierce, Van Wert, also of the Scale Inspection Com'te of the ass'n, said that scale inspection had been a decided success. "Every scale in my county has been inspected, and it is not sufficient to have your scale inspected but once a year. I suggest when you install a hopper scale that you put it on independent concrete pillars, thus the constant settling of the house will not affect the balance of your scale."

Mark Mennel of the Harter Mfg. Co., spoke of his past experiences in hearings before the Interstate Commerce Commission regarding weights and scale inspection, from which we take the following: "A joint rate inspection and weight department has been established by the railroads, and where tonnage will permit railroads will swear in an official weighmaster under the employ and pay of the railroads. The railroad company collects freight charges on his weights. From reports to the Interstate Commerce Commission regarding weights of the terminal markets, two great evils are found to exist, one the dockage of 100 pounds for shrinkage in bins. The other, the tendency of the weighmaster to shut off the falling grain just as the beam starts to rise, thus taking the weight of the falling grain, and not the actual amount of grain contained in the hopper scale. Over 200 weighmasters have been installed at interior points, and it is only a question of time when grain will be bot and paid for on these weights. Scale inspection has grown from a local to an interstate affair."

Sec'y Riddle stated that association scale inspection costs but one-half of charge made by individual firms, and that

this department was self-sustaining and rendering general satisfaction.

J. W. McCord, Sec'y of the Ohio Grain Dealers Ass'n, spoke of the bills now before the Legislature of interest to the grain trade. He stated that House Bill No. 216, Section 6418, regarding the buying and selling of grain and grass seed by stipulated weight irregardless of actual weight and would no doubt be passed.

Further, that Senate Bill 178, regarding the establishment of a Corn Improvement Ass'n, which meant the appointing of four men to act as commissioners over agriculture of the state was also explained by him.

The following resolution was adopted:

STATE AGRICULTURAL CONTROL.

Whereas, We hold that the producers and dealers in grain are the natural and qualified conservators of agriculture; and

Whereas, A public hearing has been announced to be held in the Senate Chamber of the Ohio State Capitol at Columbus, Tuesday evening, March 11, upon Senate Bill No. 178, which is a bill proposing a change in the administration of the State agricultural affairs in Ohio; be it

Resolved, That we, the Tri-State Grain Producers' and Dealers' Ass'n hereby authorize and instruct three persons to represent us in this public hearing.

Senate Bill No. 3, known as the Page Bill, regarding Federal aid in establishing agricultural institutions in secondary schools, and to use United States funds in its assistance, each state should be interested, and that this bill was a commendable measure. The following resolution was adopted:

AGRICULTURAL INSTRUCTION.

Whereas, We believe Senate Bill No. 3, known as the Page bill, in its present amended form, which bill provides for Federal Government co-operation with the States in encouraging instruction in agriculture, the trades and industries, and home economics in secondary schools, etc., is a sound, progressive and highly desirable measure, be it

Resolved, That we hereby endorse this Senate Bill No. 3, and that this resolution be communicated to Ohio, Michigan and Indiana's Senators and Congressmen with a request for their support of this measure.

Another bill is now up before the legislature requiring commission merchants to show every shipper, where sale was made, and what price paid, and that every commission man must show every buyer where grain was bot and price paid for it. This bill is almost sure to go thru, and will mean a cleaning up of the markets and making the trickster produce.

C. T. Pierce, Van Wert, in discussing "Why Grain Should be Bought on Its Trade Merits, and How It Should Be Done," said, "It is the selfishness on the part of dealers when they fear that the other man will get the grain, which has prevented the buying of grain by grade. We have every reason why we should buy by grade, and not one reason why we should not. Good money for good grain, and good money for poor grain,—but what it is actually worth."

W. E. Gest, of Defiance: "We have more and better influence to do more for the interests of agriculture by buying grain by grade. It is an injustice to the interests of agriculture and to ourselves to pay the same price for good grain from the thrifty farmer that we do for poor grain from the lazy one. We contribute money for the education and culture of more and better grain, but we go home and do more to set it back. When we have to buy a farmer's business, and not his grain, we should get out of the trade."

The following resolution was adopted:

BUY GRAIN BY GRADE.

Whereas, Grain is sold upon its grade merits, and

Whereas, It is unfair to make high grade carry low grade, and

Whereas, Indiscriminate buying places a

premium upon inferiority and a discount upon superiority, and

Whereas, This is an age of minimized margins and close calculations, and

Whereas, The farmers of today notice the public market quotations on standard grades and judge your prices by the prices upon those standard grades and not on the grades which are actually handled, and

Whereas, High grade grain cannot be bot on a margin sufficient to cover the discount on low grade grain, and

Whereas, The contingencies involved in the handling of low grade grain in the way of shortages, deterioration, etc., are abnormal, be it

Resolved, That we, the members of the Tri-State Grain Producers' and Dealers' Ass'n in convention assembled this 28th day of February, agree that effective from April 1, 1913, we pursue the practice of buying grain upon its grade merits.

E. H. Culver, Chief Grain Inspector, spoke on the House Bill No. 435, regarding the branding of every sack of seed from an official analysis before shipping to terminal markets, and that it provided that all seed should be 98% pure instead of 99%. He claimed that the passage of this bill would tend to do away with the buying of seed by country dealers, and that this would discourage the farmers in raising seed.

G. R. Forrester of Swanton said, "It seems that a passage of this bill would tend to raise the price of seed and discourage dealers in handling it. Again there is much seed which could not be cleaned to 98% pure."

D. W. McMillan, Van Wert, in telling of "The Scoop-Shoveler and How to Handle Him," said that it was the dishonesty among dealers of a station which caused scoop-shoveling. It is up to every dealer to be fair. Where you find selfishness and dishonesty you will also find a scooper.

Adjourned at five P. M.

Toledo Screenings.

M. J. Young, representing the Philip Smith Mfg. Co., distributed pencils to all who did and did not wish them.

Solicitors attending were:—H. E. Elgert representing J. A. Manger & Co., F. E. Watkins of Cleveland, and J. C. Custerborder of Lima.

J. W. McCord, Sec'y of the Ohio Grain Dealers Ass'n, and Chas. B. Riley, Sec'y of the Indiana Grain Dealers Ass'n, were present.

D. R. Risser of Vaughnsville displayed his "ten best ears" of the Ohio State Corn Show, and also the cup won by one of his farmer patrons. Mr. Risser also showed samples and results of germination tests.

The average report from those present was that the recent snows had helped the winter wheat crop greatly, and all looked for a large yield in that grain. They reported much corn back in farmers' hands, and nearly all of the oats now back would be held for higher prices or be fed.

Ol' Sy Hawkins of Skeeterville broke into the meeting jes' to reminisce a bit. Ol' Sy did, he told them there grain dealers a thing 'er two, and by gosh when farmers had to sell their grain accordin' to one of them there "atmospheric machines" it was time for the farmers to go into the grain business, and by gosh he was agoin' home and start a farmer's elevator company. Ol' Sy might have been a farmer, but begosh he knew as to how the grain business went too.

"The Voice of the Multitude" is nothing compared to the singing of 100 lusty-lunged grain dealers after a hearty chicken dinner, and singing their own state song, "Ohio." What's more, it does not take them long to catch on to the latest popular songs,—if they can't sing, they whistle.

A "Booster Banquet" was given the

dealers by the Commercial Club of Toledo in the Club's dining room. Addresses were given by A. P. Sandles, Ohio Sec'y of Agriculture, who spoke on "Dirt and Dollars." Mr. Sandles' main theme was unscientific farming of the past, and what was to be done in the future to increase the yield and grade of grain. He said that the largely increased sales of fertilizers was proof that the soil was giving out, and that the waste materials must be utilized in bringing back the soil's fertility. Also that the farm boys must be kept on the farms, if we hope to reap profits from the fields, and that there was no better way than thru the "Corn Growing Contests," in which girls would also participate during 1913.

F. O. Paddock, Pres. of the Produce Exchange, gave a short talk on "Comparative Production."

Some of the Ohio dealers present were:—John Monroe, Archbold; J. P. Lathrop, Berkey; L. R. Good, Bloomdale; N. W. Bassinger, Bluffton; C. S. Young and B. F. Camp, Bowling Green; G. H. Dawson and H. Post, Bryan; R. C. Defenbaugh, Columbus Grove; Adam Krohn, Custar; J. B. Elliott, R. Spangler and W. E. Gest, of Defiance; C. C. Laman and H. O. Barnt of Delphos; Geo. Zink and W. H. Lambert, Delta; Geo. Doll, Delta; L. A. Trepanier, Dunbridge; Eli Short, Elmira; M. S. Welker, Elgin; Chas. and August Franke, Fostoria; Rudolph Raabe, Ft. Jennings; Lewis Sloan, Grelton; C. H. Coy, Jasper; A. H. Good, Jenera; C. W. Palmer, Jewell; J. S. Metzner, Jones-town Sta., Tokio, P. O.; Jos. Ringlein, Leipsic; J. A. Wright and Alonzo Fetterman, Liberty Center; E. T. McConnell, Lima; C. C. Martin, Luckey; S. L. Rice, Metamora; Paul Garrison, Milton Center; W. E. Riley, Montpelier; F. P. Long, Okalona; E. G. Odenweller, Ottoville; G. D. Wise, Pettisville; J. F. Wetherwill and Robt. Kolter, Spencerville; L. F. Hammon, Stanley; G. R. Forrester, Swanton; H. Lilly, Cygnet; F. E. Hepper, West Liberty; L. L. Cass, Weston; C. T. Pierce and D. W. McMillan, Van Wert; and D. R. Risser, Vaughnsville.

25,000-bu. Elevator at Beaman, Ia.

Beaman, Ia., is a small station on the C. & N. W. Ry., about 25 miles (in a direct line) north of Marshall, Ia. It serves an extensive and a highly productive area,—as may be judged from the fact that the elevator handled 245,000 bus. of grain during the first seven months of operation.

The elevator, owned by the Beaman Elevator Co., is of cribbed construction on a concrete foundation. The main building is 25x33 ft. and 42 ft. to plate, 2x6's being used up 17 ft. and 2x4's to plate. All of the buildings are covered with galvanized iron siding.

The nine storage bins are arranged three on each side and three over the working floor. The equipment consists of a dump scale with automatic control, one leg with 6x12 cups, a Gerber Distributor, an automatic scale with a capacity of 2,000 bus. per hour, and one loading spout. A manlift provides easy access to the cupola. Power is furnished by a Fairbanks, Morse 10 horse power gasoline engine provided with rope transmission. Outside scales have been provided for weighing coal.

The elevator was built by the Younglove Construction Co. at a total cost of \$4,840.71. It was put into operation July 15, 1912. W. F. Weir is mgr.

From an insurance standpoint the use of shingles for the roof of the main building was a serious mistake. The height and inaccessibility of this roof make it all the more important that it be of fire-resisting construction. Prepared roofing is used on the one-story buildings, and there seems to be no reason for not using this material in roofing the main building. Also, the proximity of wooden buildings on two sides of the elevator increases the fire hazard, and the owners are penalized yearly in the form of increased insurance rates on account of the exposure. A photograph of the elevator is reproduced herewith.



Elevator of Beaman Elevator Co. at Beaman, Ia.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—Harry K. Cochran, prominent in the grain trade of this city and a member of the Board of Trade, died suddenly at 4 a. m., Feb. 23, from heart disease. Mr. Cochran was 59 years old and had been active in grain circles for many years.

CALIFORNIA.

San Francisco, Cal.—Receipts of grain at San Francisco during February included 15,975 tons of wheat, 9,365 tons of barley, 1,425 tons of oats, 682 tons of corn and 30,115 sacks of beans; compared with 10,832 tons of wheat, 12,176 tons of barley, 1,429 tons of oats, 395 tons of corn and 28,086 sacks of beans received during February, 1912.—Henry C. Bunker, chief inspector Chamber of Commerce.

CANADA.

Fort William, Ont.—The F. A. Guy Grain Co. has been incorporated.

Winnipeg, Man.—The Grain Growers Grain Co. is planning the erection of 12 elvtrs.

Saskatoon, Sask.—The Northland Mlg. Co. of North Dakota will build a 60,000-bu. elvtr. and a flour mill here.

Saskatoon, Sask.—The new elvtr. of the S. A. Early Co. will be built entirely of reinforced concrete.

Fort William, Ont.—The Western Elvtr. Co. of Winnipeg will build a 1,000,00-bu. annex to its elvtr., spending about \$400,000.

McLean, Sask.—The elvtr. of the Lake of the Woods Mlg. Co., which burned recently, contained 7,000 bus. of wheat and 4,000 bus. of oats.

Redcliffe, Alta.—The value of the wheat burned in the elvtr. of the Redcliffe Mlg. Co., Feb. 8, is given as \$20,000, the total fire loss amounting to \$90,000.

Winnipeg, Man.—The Anchor Warehousing & Elvtr. Co. has petitioned the court to be allowed to change the name of the company to Anchor Elvtr. Co.

Fort William, Ont.—The contract for the new grain exchange building of the Fort William Commercial Chambers, Ltd., has been let to M. H. Braden. When completed the building will be the home of the allied grain interests of this port and will contain a pit, board room and accommodations for a sample market.

Winnipeg, Man.—Among the many changes recommended in the recent report of the Canadian Grain Commission are the following: One inspection at the head of the lakes instead of two; a reduction in the number of inspection districts in the eastern division; the appointment of a chief inspector for the western division; also a weighmaster and the establishment of a system of registration and cancellation of warehouse receipts.

Winnipeg, Man.—At the meeting of the Canadian Grain Commission, held here, Feb. 21, the question of sample markets and the rules, regulations and requirements of such markets were thoroughly discussed, the issuance of warehouse receipts and the thru billing of cars to this market being especially debated. A committee to prepare rules, regulations, etc., for the sample market will be appointed by Dr. Magill, to report at the next meeting of the commission here in April. Another topic of interest was the stencilling of cars, the idea being to have the cars stencilled in inches on four places on each side of a car, and that shippers have the privilege of noting the height reached by his grain on his shipping bill; that the railway agent should then check these notations against the condition of the car before sealing. These notations should then be checked when the car is opened for inspection at Winnipeg and condition should be noted and forwarded to Fort William for further notation there. C. C. Campbell, formerly agent for the farmers, said this would protect the railways against the dishonest shipper and protect the honest shipper against the railway company. The representatives of the carriers present asked for two weeks' time to prepare an answer to the above suggestion and it was granted them. The recent order of the grain commission to the effect that when inspection crews are needed to work overtime the railway company or the elvtr. company asking for this service would have to give notice to the inspection dept. of the service required and shall pay for the same, was protested against by the terminal elvtr. representatives present, who alleged that the inspection dept. was a public service and elvtr. companies should not be asked to pay for overtime. The commission, however, voted to let the rule stand for the present. A protest against the order of the Winnipeg Grain Exchange requiring elvtr. companies to desist from putting copies of outturns where they are open to the trade, was made by Blackburn & Mills on behalf of the terminal elvtr. companies, on the ground that the order removed all open competition as the farmer shipper can not get any information on his cars shipped and consigned to his own order and advice from the commission houses of the unloading of his self consigned grain, but must wait until he receives his outturns through the mail, and often such are lost or misdirected, and then he will have to do his own investigating as to the price, and he will therefore be shut out of the present free and open competition for his grain. No decision was reached on the subject and it will be taken up at the next meeting of the commission. A resolution was brot before the commission by H. C. Henders, requiring that certificates of grade have added to them the weight of the grain per measured bushel and in the case of damp grain, the percentage of moisture it was carrying. No action was taken at this time.

cilled in inches on four places on each side of a car, and that shippers have the privilege of noting the height reached by his grain on his shipping bill; that the railway agent should then check these notations against the condition of the car before sealing. These notations should then be checked when the car is opened for inspection at Winnipeg and condition should be noted and forwarded to Fort William for further notation there. C. C. Campbell, formerly agent for the farmers, said this would protect the railways against the dishonest shipper and protect the honest shipper against the railway company. The representatives of the carriers present asked for two weeks' time to prepare an answer to the above suggestion and it was granted them. The recent order of the grain commission to the effect that when inspection crews are needed to work overtime the railway company or the elvtr. company asking for this service would have to give notice to the inspection dept. of the service required and shall pay for the same, was protested against by the terminal elvtr. representatives present, who alleged that the inspection dept. was a public service and elvtr. companies should not be asked to pay for overtime. The commission, however, voted to let the rule stand for the present. A protest against the order of the Winnipeg Grain Exchange requiring elvtr. companies to desist from putting copies of outturns where they are open to the trade, was made by Blackburn & Mills on behalf of the terminal elvtr. companies, on the ground that the order removed all open competition as the farmer shipper can not get any information on his cars shipped and consigned to his own order and advice from the commission houses of the unloading of his self consigned grain, but must wait until he receives his outturns through the mail, and often such are lost or misdirected, and then he will have to do his own investigating as to the price, and he will therefore be shut out of the present free and open competition for his grain. No decision was reached on the subject and it will be taken up at the next meeting of the commission. A resolution was brot before the commission by H. C. Henders, requiring that certificates of grade have added to them the weight of the grain per measured bushel and in the case of damp grain, the percentage of moisture it was carrying. No action was taken at this time.

IDAHO.

Cottonwood, Ida.—The farmers of this vicinity held a meeting, Mar. 8, to consider the erection of an elvtr.

Grangeville, Ida.—The meeting of the Farmers Union, held Feb. 22, was not well attended and action on the question of ordering grain bags or building an elvtr. was postponed until Mar. 15. Sentiment seems to be in favor of the elvtr.

ILLINOIS.

Paxton, Ill.—R. Mayfield has succeeded C. E. Thrasher.

Padua, Ill.—C. L. Smith has succeeded A. H. Webber & Son.

De Kalb, Ill.—The elvtr. of C. S. Hunt was recently damaged by fire.

Dalton City, Ill.—The Farmers Elvtr. Co. has succeeded C. E. Davis.

Maroa, Ill.—A. J. Francis of Morton has bot the elvtr. of J. F. Duvall, possession being given Mar. 1.

Tremont, Ill.—The G. W. Shemel Grain Co. has succeeded G. W. Shemel at this station and at Menert.

Oakford, Ill.—Walter McFadden has succeeded Mr. Haneline as mgr. of the Turner-Hudnut Grain Co.

Phelps, Ill.—We will install a Fairbanks-Morse Oil Burning Engine in our elvtr.—H. E. Shughart, agt. S. C. Bartlett Co.

Germantown, Ill.—The Hanover Star Mlg. Co. will build new storage tanks and will install a wheat cleaner in its elvtr.

Maple Park, Ill.—M. H. Fraser and myself have succeeded John Glidden and will operate as Nelson & Fraser.—R. A. Nelson.

Jacksonville, Ill.—A meeting was held Mar. 8, at the Court House, for the purpose of organizing a farmers elvtr. company.

Dudley, Ill.—I have recently installed 6 new dumps, a 25-h.p. gasoline engine and return driveway in the building.—Dexter Baber.

Pecatonica, Ill.—Wm. E. Sumner, member of the firm of Sumner Bros., died Mar. 2, of acute meningitis at the age of 43 years.

Springfield, Ill.—The storage elvtr. and brew house of the Reich Brewing Co. burned Feb. 1; loss \$150,000; covered by insurance.

Moline, Ill.—E. S. Gilbert, for many years in the grain trade in this city, died at his home in Lincoln, Neb., Mar. 2, at the age of 96.

Peoria, Ill.—The membership of J. C. Luke has been transferred to W. A. Lamson of Chicago.—John R. Lofgren, sec'y Board of Trade.

Champaign, Ill.—A. J. Cope, representative of Lamson Bros. & Co. at Urbana, has also opened offices here and will manage both offices.

Springfield, Ill.—A bill providing that no laborer shall be employed for more than 6 days out of the 7, has been introduced in the legislature.

Pleasant Plains, Ill.—The Farmers Elvtr. Co. will install a 40-h.p. Fairbanks-Morse Oil Engine in its elvtr.—W. E. Munson, Richland sta.

Tallula, Ill.—Edward Beggs of Ashland, C. W. Fisher of Philadelphia, and S. O. Savage of this station have formed a company to build an elvtr.

Roscoe, Ill.—The J. H. Patterson Co. has bot the elvtr. of Hutchins & Whiting and will take possession in May. Mr. Whiting died suddenly Jan. 24.

Ashland, Ill.—W. Henry McKeown, who is connected with the firm of Vance & Elmore, was married Feb. 26, to Miss Edistina Beggs, daughter of Edwin Beggs.

Freeport, Ill.—The repairs on the elvtr. of the B. P. Hill Grain Co. at East Freeport sta., have been completed and A. H. Wieman is the mgr. now in charge.

Richland sta, Pleasant Plains p. o., Ill.—We have installed a 32-h.p. Fairbanks-Morse Oil Engine in our elvtr., also a 14-in. cup belt.—W. E. Munson, mgr. Farmers Elvtr. Co.

Wapella, Ill.—J. M. Greene & Son will succeed J. M. Greene & Co., and the new firm will build a 30,000-bu. elvtr. The present grain office will be torn down and the new house erected on its site.

Mahomet, Ill.—Frank Davis has succeeded A. Pricer as mgr. of the Mahomet Grain Co. Mr. Davis was formerly mgr. of the Baldwin Grain Co. at Sadorus and has been asst. mgr. at the elvtr. here since last summer.

Carlinville, Ill.—Christian Feiker of Decatur, has bot the elvtr. of C. R. Aden & Co., taking possession Mar. 1. Mr. Aden, who has been in the grain business at this point for the last 19 years, is retiring on account of ill health.

Bishop Hill, Ill.—Mr. Johnson of Prairie City, Ill., will succeed V. J. Olsen as mgr. of the Farmers Elvtr. Co. Mr. Olsen was presented with a handsome gold watch and chain by his friends at a farewell banquet, Feb. 27.—A. R. H.

Pesotum, Ill.—Roy Bird, employed in the elvtr. of J. T. Riemke, while standing on the edge of a bin of shelled corn, scooping it back, accidentally stepped into the bin beside it, falling 18 ft. He was badly shaken up by the fall, but except for a few bruises was uninjured.

Norwood, R. D. Alexis, Ill.—I think the farmers around Martins Crossing, a station north of here, will build an elvtr. The elvtr. of Ed. Metzger & Co. will be enlarged. A motor will be installed if the company decides to do away with the gas engine now in use.—W. D. McReynold.

Urbana, Ill.—The following have recently been admitted to membership in the Illinois Grain Dealers Ass'n: Dryer & Burt, Champaign, Tipton and Deers; G. W. Shemel Grain Co., Tremont and Menert; Savoy Grain & Coal Co., Savoy; The Tremont Mutual Grain Co., Tremont.—S. W. Strong, sec'y.

Atwater, Ill.—Paul Barnett, who was recently brot back from Chicago, charged with arson in connection with the burning of the Atwater Elvtr. operated by the G. W. Barnett Grain & Merc. Co. last November, was placed on trial at Carlinville, Feb. 20. Among the witnesses was a young man named Whitley, who testified that Barnett had paid him to burn the elvtr.

Peoria, Ill.—Local grain men have requested State's Attorney McNemar to draft a bill to be introduced in the legislature, making it unlawful to sweep grain cars and buy or sell the sweepings, the grain men alleging that they have lost thousands of dollars in this way since the sweeping of the empty cars is only a pretense used to rob the loaded cars on adjoining tracks.

Mattoon, Ill.—The threatened suits of the Farmers Grain Co. against the six insurance companies holding policies on the elvtr. burned Oct. 22 will not materialize, as the directors of the grain company have decided to accept the latest proposition of the insurance companies and an amicable settlement will be made. As soon as the matter is closed, contract will be let for a new elvtr.

Arcola, Ill.—Burglars forced an entrance thru a window to the office of the Farmers Elvtr. Co. during the night of Feb. 28, but were unable to open the safe and left emptyhanded. On Feb. 23, a man and a woman pried a slat off of one of the corn cribs of the company and stole a quantity of corn. The couple were easily located by the trail of footsteps they left in the new fallen snow.

Rockford, Ill.—The grange of Centerville has adopted resolutions condemning the grain buyers for taking 60 lbs. to the bushel of corn and rye. The A. L. Bartlett Co. replies: We are perfectly willing to fall in line with other buyers and buy corn and rye on a 56-lb. basis. As we told one of these grangers, we would just as soon buy on a 100-lb. basis, if they so desired. The 60-lb. basis has been constantly used here for the past 50 or 60 years.

Rantoul, Ill.—A number of Illinois shippers along the I. C. R. R. between Leroy and Alvin visited the general offices of the I. C. in Chicago Feb. 27, and presented so much convincing evidence that the grain of this rich agricultural district was being diverted to other roads because the I. C. failed to supply cars, that the I. C. officials promised to give each elvtr. man one car a day for the following 15 days. It seems pretty late for the I. C. officials to awaken to the fact that they are losing much traffic which properly belonged to their line, and now that farmers have cultivated the habit of hauling grain to towns on other lines where cars are always plentiful, it will take some time to educate them to the knowledge

of the ability of the I. C. elvtrs. to handle more of the grain grown in that section. The delegation was accompanied by Attorney Dobbins and Sec'y S. W. Strong of the state ass'n.

Receipts of grain at Peoria during February included 174,000 bus. of wheat, 2,852,779 of corn, 892,320 of oats, 404,262 of barley, and 69,000 bus. of rye; compared with 71,000 bus. of wheat, 2,496,383 of corn, 530,875 of oats, 196,800 of barley, and 29,970 bus. of rye received during February, 1912. Shipments for the month included 196,100 bus. of wheat, 2,238,905 of corn, 1,075,176 of oats, 277,478 of barley, and 42,000 bus. of rye; compared with 59,000 bus. of wheat, 1,678,592 of corn, 727,877 of oats, 63,643 of barley, and 13,592 bus. of rye shipped during February, 1912.—John R. Loigren, sec'y Board of Trade.

CHICAGO NOTES.

Thos. F. Dunton, for many years engaged in the broom corn commission business, died Mar. 1, at the age of 84.

The directors of the Board of Trade are still hearing evidence of alleged cross trading by Frank M. Bunch and Mark Bates.

The J. J. Badenoch Co. has just had plans completed for a large reinforced concrete elvtr. and will soon ask bids on the construction.

CHICAGO CALLERS: R. A. Nelson, Maple Park, Ill.; S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana, Ill.; H. S. Grimes, Portsmouth, O.; J. S. Hutchins, Ponca City, Okla.

Operations on the Board of Trade were suspended from 11:40 a. m. to 11:45 a. m., Mar. 4, during the time that the oath of office was administered to Pres. Wilson at Washington. Sec'y Merrill made a short speech on the subject of the inauguration.

Members of the Board of Trade were entertained for a few moments, Mar. 2, by a brief band concert given by the First Minnesota Infantry Band, which was on its way to the inauguration. The members of the Minneapolis Chamber of Commerce paid half the expenses of the trip and requested the band to stop at the Chicago exchange.

Application for membership in the Board of Trade has been made by Geo. O. Thulstrup, Ira Ulfers, M. C. Townsend and Ray W. Searle. Geo. H. Phillips and F. A. Miller were admitted to membership and the memberships of Dan G. Brown, James D. Keenan, deceased, Geo. A. Rhodes, deceased, the R. T. C. Lunhoun Estate, and Hamilton Dewar have been posted for transfer. Memberships are quoted at \$2,100 net to buyer.

The Michigan Central Elvtr. "B." at Kensington, operated by F. H. Mealiff & Son, burned at 7:30 a. m., Mar. 9, the fire breaking out in the bleaching shaft and quickly spreading to the rest of the building. The flames also reached and destroyed 5 empty cars on the side track, and burned the roof off the power house at the south end of the elvtr., also all of the conveyor machinery. The loss amounts to \$75,000. Elvtr. "A." operated by the same firm has just been torn down, the work being finished Mar. 1. The three steam boilers and the corliss engine were not damaged.

Sec'y J. C. F. Merrill of the Board of Trade has compiled the following statement, in explanation of the fact that the grain receipts at this market do not balance with the shipments: Receipts of grain at Chicago from Dec. 1 to Feb. 28, 51,727,000 bus.; shipments, 30,372,000 bus.; increase in local stocks, 4,936,000 bus.; daily consumption, 125,000 bus. per day, or 10,500,000 bus.; in cars at railway terminals Feb. 28, awaiting shipment, 5,919,000 bus.; the last four items totaling the receipts, or 51,727,000 bus. On the date mentioned approximately 8,000 cars of grain were held at the railroad terminals which had been reported in the receipts, but which could not be shown in the shipments. About 5,000 cars of this amount were corn. Private estimates are that

13,000,000 bus. of corn are held on track at this market.

Receipts of grain at Chicago during February included 2,652,000 bus. of wheat, 21,454,000 of corn, 9,063,900 of oats, 230,000 of rye and 3,398,000 bus. of barley; compared with 1,359,400 bus. of wheat, 15,204,650 of corn, 7,063,500 of oats, 212,000 of rye and 1,593,500 bus. of barley received during February, 1912. Shipments for the month included 1,903,000 bus. of wheat, 14,430,000 of corn, 6,565,000 of oats, 161,000 of rye and 565,000 bus. of barley; compared with 709,900 bus. of wheat, 6,959,850 of corn, 4,956,100 of oats, 114,800 of rye and 286,800 bus. of barley shipped during February, 1912.

A set of transit rules were approved Mar. 6 at a meeting of forty grain men of the Chicago Board of Trade. The rules, which were prepared by the Board of Trade Transportation Com'te, are tentative, and will be submitted to the railroads as representing the grain shippers' ideas of how the transit rules should be framed. Under the proposed rules the identity of each shipment would not have to be preserved. The rules would permit a change in ownership, consignee, or destination, and the grain could be mixed or blended with other grain. The carrier will be entitled to the same revenue on grain shipments as if the grain is not stopped in transit, but the grain men believe that it is possible for the railroads to fully protect their interests without forcing millers and elevator men to keep each shipment intact and without burdening them with intricate record systems. The railroad is protected by the rule that a transit house could not forward on a transit rate more grain than was received on a transit rate. The new regulations would also limit the time allowed for grain to be held in transit to twelve months.

INDIANA.

Tab, Ind.—F. R. Pence of Pence has bot the elvtr. of N. C. Goodwine, who is retiring from the elvtr. business.

Indianapolis, Ind.—A bill making the law on Bs/L uniform has been introduced in the state legislature.

Monticello, Ind.—Fred Robert has succeeded Ed. Roach as our mgr., Mr. Roach going to Delphi.—Farmers Elvtr. Co.

Warsaw, Ind.—Farmers Grain & Supply Co. incorporated; capital stock \$15,000; incorporators J. L. Daugherty, R. C. Kerr and J. L. Hodges.

Indianapolis, Ind.—A bill revising the weights and measures law and providing for the sale of all foodstuffs by standard weights and measures has been introduced in the House by Representative W. W. Spencer and is known as H. B. 80.

Indianapolis, Ind.—A bill has been introduced in the legislature by Mr. McCabe to regulate demurrage on freight cars, allowing 72 hours' free time on a carload weighing from 30 to 40 tons, and 96 hours on shipments weighing more than 40 tons.

Indianapolis, Ind.—Guy M. Fairfield, recently connected with the Mutual Grain Co., was married a few days ago to the head stenographer of the company. Both have resigned. Mr. Fairfield was formerly mgr. for H. I. Baldwin & Co. at Champaign, Ill.

Leesburg, Ind.—We have a scoop shoveler here who is keeping the market somewhat disturbed, but do not see how he can last long at the prices he has been paying. We have not had much trouble with leaky cars and when we have the R. R. Co. has settled promptly.—The Leesburg Grain & Mfg. Co.

Frankfort, Ind.—Our capital stock is \$15,000 and we have bot the elvtrs. of the Mollett Grain & Mfg. Co. at Jefferson, R. D. Frankfort, and Fickle on the T. St. L. & W. Our officers are Wm. B. Baker, Jr., pres.; Wm. Wiedemann, vice-pres. and gen. mgr.; Wm. Frank, sec'y and treas.—The Mollett Grain Co.

Darlington, Ind.—Malsbary & Co. have bot the elvtr. of the Farmers Grain Co. John A. Rice made the sale.

Boswell, Ind.—John Doan has bot the elvtr. of J. C. Halstead, on the L. E. & W., taking possession Mar. 1. John A. Rice made the sale.

Indianapolis, Ind.—The bill recently introduced in the legislature prohibiting boards of trade and similar commercial bodies from owning over \$500,000 worth of real estate has been amended, the \$500,000 limit clause being eliminated, as the Board of Trade of this city has already more than that amount of property.

Posting Prices: At our last June meeting. Resolutions were adopted, recommending to dealers that they post their prices daily in a conspicuous place, that the trade would be thus advised. We understand many have complied with this recommendation. We hope others will and believe it to be extremely good practice for all to thus conduct their business.—C. B. Riley, sec'y Ind. Grain Dealers Ass'n.

IOWA.

Panora, Ia.—W. W. Eaton is now mgr. for the Farmers Elvtr. Co.

Latimer, Ia.—The Farmers Grain Co. incorporated; capital stock \$20,000.

Des Moines, Ia.—The Taylor & Patton Co. has moved its offices to the Equitable Bldg.

Dike, Ia.—J. A. Frerichs has taken possession of the elvtr. he recently purchased at this station.

Jewell, Ia.—The Farmers Elvtr. Co. has let contract to the Newell Constr. Co. for an elvtr. to cost \$4,100.

Nevada, Ia.—Farmers Grain Co. incorporated; capital stock \$15,000; Jax Nauke, pres.; F. C. Brown, sec'y.

South English, Ia.—We expect to add a full line of feeds to our business.—Farmers Grain & Lumber Co., O. K. Morrison, mgr.

Pierson, Ia.—We will repair and paint all our buildings as soon as the weather permits.—Wm. Grettenberg, mgr. Farmers Elvtr. Co.

Parkersburg, Ia.—I am out of the grain business. C. A. Smith succeeded me as agt. of the Independent Grain & Lbr. Co.—A. K. Smith.

Hampton, Ia.—The J. R. Reeve Co. bot the elvtr. of A. P. Hanson, taking possession Mar. 1.—Andrew Fransen, formerly mgr. for A. P. Hanson.

Laurel, Ia.—I have resigned as mgr. of the Farmers Elvtr. Co. at Dinsdale and am now mgr. for the Farmers Elvtr. Co. at this station.—H. E. Jenks.

Industry, Ia.—We intend to build a new elvtr. or else do a lot of repairing this spring, but have not decided which we will do yet.—C. S. Knudson, mgr. Farmers Elvtr. Co.

Sioux City, Ia.—The annual meeting of the Western Grain Dealers Ass'n will be held at the New Martin Hotel in this city, April 11 and 12. The program will include a banquet and vaudeville entertainment.

Muscatine, Ia.—The trustees of the defunct Great Western Cereal Co. were recently ordered by the court to sell the property of the bankrupt company, the sale to be made by public auction, April 4.

Carney sta., Charles City p. o., Ia.—We will build an addition to our elvtr. and will handle feed, salt, flour, etc. We have enjoyed a good business in our 7 months of existence.—Julius F. Huxsol, mgr. Farmers Grain Ass'n.

Des Moines, Ia.—That regular annual inspection and repairing of scales as conducted by the Western Grain Dealers Ass'n for the last 10 years, has resulted in a great improvement in the general condition of scales, has been demonstrated to the satisfaction of the Ass'n. E. J. Nolan, inspector for the Ass'n, reports 981 scales inspected during 1912, 166 of which were repaired and corrected, 11 being con-

demned. Of the scales out of order 96 were weighing heavy and 81 weighing light.

Anita, Ia.—The elvtr. of John A. Irving, containing 8,000 bus. of grain, burned to the ground Feb. 22; loss \$7,000; insurance on building \$2,000, on grain \$3,000. The building was in flames when the fire was discovered and nothing could be saved.

Olds, Ia.—The Farmers Grain Co. has let contract to the Burrell Eng. & Constr. Co., for a 25,000-bu. elvtr. to be built on a concrete foundation and covered and roofed with galvanized iron. The old gasoline engine with rope transmission will be used and the old elvtr. will be remodeled into a corn crib. An automatic scale will be installed. Work will be started April 1.

Des Moines, Ia.—A new workingmen's compensation bill was recently introduced in the legislature by Senator Weber. The chief difference between this bill and the various other bills on the subject recently introduced is in the method of computation, the former bills definitely fixing the percentage of average wage and figuring the compensation by varying the number of weeks or years over which the payments are to extend.

KANSAS.

Denison, Kan.—John McClune is installing an automatic scale in his elvtr.—M.

Richfield, Kan.—Lee Larrabee of Liberal is contemplating the erection of an elvtr. at this station.

Baileyville, Kan.—The Griffiths Grain Co. has covered its elvtr. with iron and has also built a new power house and installed an engine.—M.

Kiro sta., Silver Lake p. o., Kan.—A. Boyer Forbes has been retained as mgr. of the elvtr. recently purchased by the Kiro Merc. Co. from Forbes Bros.

Barnes, Kan.—C. W. Hay has bot the elvtr. of L. C. Solt and will take charge at an early date.—M.

Half Mound, Kan.—The Half Mound Elvtr. Co. has recently purchased the elvtr. of the Western Elvtr. Co. at this station and is remodeling it and installing an automatic scale and feed mill.—M.

Lawrence, Kan.—We have not completed our plans, but will probably build a small elvtr. of about 18,000 bus. capacity, to replace the one recently burned. We saved our 21-h.p. Otto Gas Engine, but all other machinery was lost and will have to be replaced.—Lawrence Grain & Produce Co.

Ames, Kan.—W. H. Bramwell, mgr. of the elvtr. of Baker-Crowell Grain Co., recently attempted to thaw out the pump on the gasoline engine by using a gasoline torch and when the gas failed to generate and went out, he poured gasoline in to the hot torch cup. The can exploded burning him on the leg from the hip down. He suffered for some time and died Feb. 25.—Wm. Augustine, agt.

Hugoton, Kan.—The contract for the new 14,000-bu. elvtr. of the Hugoton Elvtr. & Warehouse Co. has been let to the P. H. Pelkey Constr. Co. The elvtr. will have dump sinks to hold a car load each and will have cement floors thruout. It will be of studded construction, iron clad and will be equipped with an 8-h. p. Fairbanks Engine, Richardson Automatic Scale, Howe Wagon Scale, a safety manlift, and Fairbanks Feed Mill.

TOPEKA LETTER.

A bill amending the present workingmen's compensation law has been introduced in the legislature by Representative Stone, the bill making the act apply to employers of 5 or more men instead of 15, as in the present law. The amendment practically does away with the optional features of the law, all employers being under the law unless they file with the sec'y of the state a written declaration that they do not elect to come under it, otherwise it is understood that they are liable for damages to workmen injured in their employ.

The state legislature has passed the Howe bill providing for a franchise tax on corporations, and it is thot that Governor Hodges will sign the bill. The new law will provide for an annual tax based on the authorized capital stock of domestic corporations and the actual capital of foreign corporations used in the state business of the company, the tax on small corporations to be 1/10 of 1% and on large corporations 1/2 of 1%.

Grain dealers of the state are making every effort to secure the passage of H. B. 473, making inspection of grain optional with the owner. Members of the Kansas Grain Dealers Ass'n are sending a special letter to their senators, urging the support of the bill but protesting vigorously against the proposed amendment to Sec. 6, which cuts the heart out of the vital principle of the bill, i. e., whether an owner of grain shall have the right to say that his grain shall not be inspected if he expressly informs the dept. in writing that he has sold by sample or destination terms and does not want inspection. The amendment states that inspection shall be optional but provides in effect that "no person" shall sample, inspect or weigh grain unless they have been appointed by the state, thus practically negating the option.

WICHITA LETTER.

A. Steckel of Preston, Kan., has been admitted to membership in the Board of Trade.—J. H. Sherman, sec'y.

N. H. Keith, E. M. Kelly and myself were appointed a committee to go to Topeka in support of House Bill 473, which is now before the Senate. This bill has the endorsement of the grain interests of Kansas.—J. H. Sherman, sec'y Board of Trade.

The West Side Elvtr. owned by C. E. Gaunt, containing \$1,000 worth of grain, burned at 8:30 p. m., Feb. 28; loss, \$10,000; insurance, \$5,000. The fire was not discovered until flames burst from the top of the elvtr., which was of wood construction, covered with corrugated iron.

Receipts of grain at Wichita during February included 1,208,000 bus. of wheat, 454,800 of corn, 19,500 of oats, and 39,600 bus. of kafir corn; compared with 533,000 bus. of wheat, 255,000 of corn, 90,000 of oats, 110,000 bus. of kafir corn received during February, 1912. Shipments for the month included 71,600 bus. of wheat, 37,900 of corn, 13,000 of oats, and 34,700 bus. of kafir corn; compared with 210,000 bus. of wheat, 143,000 of corn, 65,000 of oats, and 95,000 bus. of kafir corn shipped during February, 1912.—Jas. H. Sherman, sec'y Board of Trade.

KENTUCKY.

Louisville, Ky.—The proposed formation of a Chamber of Commerce has been abandoned for the present.

Louisville, Ky.—The oats bleacher of the Kentucky Public Elvtr. Co. is now in operation. It has a daily capacity of 50,000 bus.

Louisville, Ky.—F. A. Flanders, who recently left the firm of A. Brandeis & Son to engage in business on his own account, has again joined the firm.

LOUISIANA.

Lake Charles, La.—The Josey-Miller Grain Co. of Beaumont, Tex., is contemplating the building of an elvtr. here.

NEW ORLEANS LETTER.

New Orleans, La.—We are indebted to Sec'y H. S. Herring for a copy of the 13th annual report of the Board of Trade, which contains a full and complete list of officers, members and com'ites. In addition to the reports of the pres., sec'y, treas. and other officers are interesting reports from the chairmen of the numerous com'ites of the exchange. A trade review and statistical report for the year is also given and a chapter is devoted to "Facts about the Port of New Orleans."

A. H. McInnis of Meridian, Miss., has opened a grain brokerage office in the Board of Trade Bldg.

L. M. Jeffers, who has been for the last three years in charge of the Grain Standardization Laboratory, has been transferred to the laboratory at Baltimore.

The grain and hay com'ite of the Board of Trade and freight traffic officials of the New Orleans lines will hold a conference, Mar. 10, to discuss the domestic demurrage and storage rules on grain and hay.

Exports from New Orleans during February included 901,000 bus. of wheat, 1,109,705 of corn and 37,312 of oats; compared with 40,428 bus. of wheat, 1,020,984 of corn and 1,946 bus. of oats exported in February, 1912, the increase amounting to 860,572 bus. of wheat, 88,720 bus. of corn and 35,366 bus. of oats. Total exports for the season beginning Sept. 1, 1912, include 9,676,193 bus. of wheat, 2,764,788 of corn and 257,854 bus. of oats; compared with 316,873 bus. of wheat, 2,900,778 of corn and 27,107 bus. of oats for the corresponding season of 1911-12. On board ship not cleared Mar. 1, 168,000 bus. of wheat and 73,989 bus. of corn.—W. L. Richeson, chief grain inspector Board of Trade.

MICHIGAN.

Hopkins, Mich.—Krug & Ellinger have succeeded W. F. Nicolai.—S.

Richmond, Mich.—Michael E. Fitzgerald is no longer with the Richmond Elvtr. Co.

Evart, Mich.—The Sears Elvtr. Co. has started in business with a capital stock of \$7,500.

Riverdale, Mich.—The elvtr. of the Riverdale Elvtr. Co. was entered Mar. 1 by burglars, who secured \$16.

Jackson, Mich.—S. M. Isbell & Co. has filed an amendment to its charter, increasing its capital stock to \$150,000.

Capac, Mich.—The Security Trust Co. of Detroit has secured two elvtrs. here, the houses being involved in the failure of the Capac Bank, for which they are receivers.

Springport, Mich.—The recently organized Springport Elvtr. Co. has taken over the elvtr. at this point and installed Arthur Anderson of Albion as mgr. The company has a capital stock of \$10,000.

Lansing, Mich.—A bill has been introduced in the legislature requiring railways to furnish freight cars to shippers within 72 hours after the request is made, except in the case of refrigerator cars for perishable shipments, which shall be furnished within 18 hours.

Birmingham, Mich.—The firm of Smith Bros. was dissolved Jan. 1 and operation of the grain elvtr. has been discontinued. W. E. Smith has engaged in the feed, cement, sewer pipe and saw mill business on his own account and I will handle lumber, coal and building supplies.—E. R. Smith.

Receipts of grain at Detroit during February included 19,000 bus. of wheat, 334,800 of corn, 271,500 of oats, none of barley, and 5,000 bus. of rye; compared with 298,422 bus. of wheat, 406,556 of corn, 245,933 of oats, 44,052 of barley, and 10,435 bus. of rye received during February, 1912. Shipments for the month included 28,260 bus. of wheat, 231,600 of corn, 23,250 of oats, none of barley, and 23,200 bus. of rye; compared with 43,597 bus. of wheat, 360,006 of corn, 49,842 of oats, none of barley, and 3,106 bus. of rye shipped in February, 1912.—M. S. Donovan, sec'y Board of Trade.

Detroit, Mich.—Fred W. Blinn was elected pres. of the Board of Trade at its annual election, March 4. Mr. Blinn is one of the most popular members of the board and has been in the grain business in Detroit for 25 years or more, spending 20 years with J. S. Lapham & Co. For the last three years he has been gen. mgr. Other officers elected are: 1st vice-pres., Harry B. Simmons; 2d vice-pres., Clifford R. Huston; directors, F. William Lichtenberg, Lynn M. Hobart, Frank T.

Caughey, Herman F. Zink, Robert L. Hughes, George Beck, Arthur S. Dumont, and J. S. Lapham, Jr.; com'ite of arbitration, David Stott, Charles M. Carran, Fred J. Simmons, Robert Henkel, Kenneth P. Kimball, Herman F. Zink, Robert L. Hughes, Thomas G. Craig, Frank B. Northwood, and Henry E. Botsford; com'ite of appeals, Hugo F. Dieterle, George L. Fleitz, Denny O. Wiley, Theodore M. Swift, William J. Orr, Edward Wiggle, Charles Clarke, Herbert D. Foster and Henry M. Mok.—F.

MARYLAND.

BALTIMORE LETTER.

John Wolfe, grain weigher at the Canton Elvtr. of the Nor. Cent. Ry. Co., died Feb. 24 of typhoid fever. He was 57 years old.

Wm. R. Askew and Frederick A. Heywood have been admitted to membership in the Chamber of Commerce. The memberships of Harry R. Lewis and John S. Hayes have been posted for transfer.—Jas. B. Hessong, sec'y.

The deepening of the channel from the Baltimore Harbor to the mouth of the Chesapeake Bay, to a depth of 35 ft., has been made possible by the passage of the Rivers and Harbors bill by Congress, making an appropriation of \$305,250.

Abraham Stoner, one of the oldest members of the Chamber of Commerce, died recently at his home in Union Bridge, Md., at the advanced age of 88. Mr. Stoner was past 80 before he gave up his daily trips to the exchange.

Receipts of grain at Baltimore during February included 462,839 bus. of wheat, 7,324,076 of corn, 642,585 of oats, 412 of barley, and 80,048 bus. of rye; compared with 130,471 bus. of wheat, 3,984,544 of corn, 188,404 of oats, no barley, and 26,907 bus. of rye received during February, 1912. Shipments for the month included 735,427 bus. of wheat, 6,792,154 of corn, 809,982 of oats, no barley, and 34,286 bus. of rye; compared with 327,663 bus. of wheat, 2,073,194 of corn, 233 of oats, no barley or rye shipped during February, 1912.—James B. Hessong, sec'y Chamber of Commerce.

MINNESOTA.

Mazeppa, Minn.—John H. Philley has been appointed receiver for the Farmers Elvtr. Co.

Johnson, Minn.—The elvtr. of the Northwestern Elvtr. Co. is being remodeled and the capacity increased.

Amiret, Minn.—The Amiret Farmers Elvtr. Co. incorporated; capital stock \$20,000; incorporators Robt. A. Struthers, F. P. Ford and Andrew Clay.

Bluffton, Minn.—R. M. Stuntebeck, mgr. of the Bluffton Elvtr. Co. has bot the interests of N. C. Breuer, pres., and Paul Harkens, vice-pres., in the company.

Elysian, Minn.—W. C. Boeke has succeeded B. T. Olson as mgr. of the Elysian Mlg. Co., Mr. Olson now being sales mgr. for the Diamond Mlg. Co. at Minneapolis.

Duluth, Minn.—F. J. Smith and Geo. W. Porter were admitted to membership in the Board of Trade and Frank Wilson has withdrawn from membership.—Chas. F. Macdonald, sec'y.

Barry, Minn.—The following decision was rendered Feb. 18, in the case of the Farmers Elvtr. Co. v. J. A. McBrady: That in view of the fact of the destruction by fire of the records of the company the court was not able to determine that the defendant owned the plaintiff anything that the defendant was not empowered to ship stored grain, but that he did ship such grain and bought options against it by reason of which a loss of about \$2,200 was incurred, which must be assumed by the defendant; that the \$5,000 mortgage given by the plaintiff to the defendant was a valid claim against the company. It is believed an appeal will be taken.

Frost, Minn.—The Farmers Elvtr. Co. has been organized with a capital stock of \$10,000, to build or buy an elvtr. Hanks Monson, I. E. Amundson and E. O. Dybe-vick are among those interested.

Halma, Minn.—We will build a new 20,000-bu. elvtr. this spring, equipping it with cleaner, feed grinder and a full equipment of machinery. Our officers are H. O. Skatrud, pres., R. G. Tweeton, treas., and myself, sec'y.—B. M. Bothum.

Reading, Minn.—We bot the elvtr. of the D. Rothschild Grain Co. and commenced business Feb. 1. Our company has a capital stock of \$10,000. Our officers are B. F. Young, pres.; Frank Baker, vice-pres.; P. R. Long, sec'y, and Henry Rust, treas.—W. J. Klessig, mgr. Farmers Co-operative Co.

St. Anthony Park, Minn.—Prof. Boss of the extension division of the state school of agri. is mailing corngrowers a seed list, prepared by the Minnesota Field Crop Breeders' Ass'n under his direction. This list gives the name and address of every farmer in the state with a reputation for having clean seed to sell.

Duluth, Minn.—A commission rule making the charge for buying or selling 1,000 bus. of wheat or durum, $\frac{1}{8}$ c per bu. instead of $\frac{1}{4}$ c per bu. as heretofore, has been adopted by the Board of Trade, the new rule making the rate of commission for 1,000 bus. the same as for 2,000 or any number of thousands.

Receipts of grain at Duluth during February included 3,382,779 bus. of wheat, 19,903 of corn, 389,050 of oats, 408,480 of barley and 23,082 bus. of rye; compared with 6,758,281 bus. of wheat, no corn, 990,061 of oats, 40,577 of barley, and 21,885 bus. of rye received during February, 1912. Shipments for the month included 183,351 bus. of wheat, no corn, 66,717 of oats, 172,654 of barley and 43,634 bus. of rye; compared with 1,846,362 bus. of wheat, 1,886 of corn, 65,319 of oats, 28,034 of barley and 9,613 bus. of rye shipped during February, 1912.—Chas. F. Macdonald, sec'y Board of Trade.

MINNEAPOLIS LETTER.

A bill to establish a bag-making plant at the state penitentiary has been introduced in the legislature.

The Diamond Mill & Elvtr. of E. S. Woodworth has been closed and the company will close out this branch of the business.

Members of the Chamber of Commerce are awaiting the court decision in regard to the taxation of their memberships, before paying the taxes levied.

Frank Bessel, an employe of the Delmar Elvtr. Co. lost his right arm at the shoulder when it was caught in a belt and he was lifted 10 ft. from the floor and carried over a pulley, his arm being so badly crushed that amputation was necessary.

Receipts of grain at Minneapolis during February included 8,346,960 bus. of wheat, 690,430 of corn, 1,282,670 of oats, 2,281,620 of barley, and 339,410 bus. of rye; compared with 7,522,440 bus. of wheat, 1,063,880 of corn, 1,452,330 of oats, 1,070,930 of barley, and 100,790 bus. of rye received during February, 1912. Shipments for the month included 2,404,600 bus. of wheat, 637,220 of corn, 1,242,520 of oats, 3,102,700 of barley and 247,980 bus. of rye; compared with 1,819,110 bus. of wheat, 616,350 of corn, 1,443,300 of oats, 1,032,790 of barley and 82,660 bus. of rye shipped during February, 1912.—John G. McHugh, sec'y Chamber of Commerce.

A suit has been brot by Paul Kuhn & Co. of Indianapolis, Ind., against the Loftus-Hubbard Co. of this city and the members of that firm individually, for non-fulfillment of a contract for the sale and delivery of millfeed. The plaintiffs allege that in July, 1911, they contracted with the Minneapolis firm for 75 cars of bulk bran at \$17.50 per ton f. o. b. Minneapolis, shipment to be 25 cars a month during September, October and November, 1911, each car to contain approximately 20 tons. Only 44 cars were delivered, the defendants refusing to deliver the remain-

ing 31 cars, tho specifically asked by plaintiffs to do so on Feb. 19, 1911, on which date the value of the bran is said to have advanced to \$24.50 per ton. The plaintiffs now ask for \$4,340, the difference in contract price and the price on Feb. 19, 1912, alleging that amount of loss thru the non delivery of the 31 cars. They also ask for interest on that amount to date, together with costs and disbursements of the action. The case will come up for early trial.

ST. PAUL LETTER.

H. F. 868 has been introduced in the House by Representative J. T. Johnson. It authorizes the railroad and warehouse commission to test all railroad track scales.

St. Paul, Minn.—The fourth annual banquet of the Hay & Grain Board of Trade was held at the Commercial Club rooms, Feb. 22, 87 members attending, which was 42 more than attended the banquet last year. W. E. Thompson of the state grain inspection dept. was one of the speakers.

The motion to reconsider the Cashman Long Distance Tariff Bill at the meeting of the Senate Mar. 6, was accepted and the bill was passed with the amendment by the author that it become effective Jan. 1, 1914, instead of Nov. 1 of this year. The vote was 35 to 25 and the bill has been referred to the House for action.

Examination of Geo. S. Loftus by H. L. Schmitt, atty. of the senate grain investigating com'te, Mar. 1, brot out the following facts: That the Equity Co-operative Exchange, which advertises "Our Own Terminal Elevator," has no elevator, the one pictured on its advertising being a 35,000-bu. elvtr. in St. Paul owned by the Loftus-Hubbard company but leased to other parties. That the Equity Co-operative Exchange is not an exchange at all, but a commission house selling at the same rates of commission as Chamber of Commerce concerns. That the Independent Grain Exchange is a voluntary ass'n, formed in January, with no capital stock and no property, occupying the same offices as the Equity Co-operative Exchange. That James Manahan, attorney for the house grain investigating committee, is "general counsel" for the Equity Co-operative Exchange according to its advertising and letter heads, and as a special partner in the Loftus-Hubbard Co. gave consent to have the assets of that company turned over to the Equity Co-operative Exchange. That much of the grain consigned to the Equity Co-operative Exchange is sold by it to firms belonging to the Chamber of Commerce, and by them disposed of to the consumers. A. M. Charles, buyer of the American Malting Co., testified to buying barley of the Equity Co-operative Exchange at 1 to 3 cents per bushel under what he paid the same day for the same quality of barley on the Chamber floor.

Serious charges against the Equity Exchange were made Mar. 7 by Fred Schmidt, mgr. and H. G. Bundy, treas. of the Farmers Elevator Co., Voltaire, N. D., who testified before the Senate Com'te which is investigating the grain exchanges of Minneapolis and Duluth. The legislative investigation was started by those interested in the Equity Exchange, and promises to prove a boomerang. The directors of the Farmers Elevator Co. instructed Mr. Schmidt to begin shipping grain to the Equity Exchange, and Mr. Schmidt testified as follows: "I did ship them 21 cars of wheat the first part of November. After the shipment of these cars, which I instructed the Equity to sell on arrival, I shipped them 10 cars to be stored. The Equity Exchange had stated on their letterheads that they were in the storage business. On the advices I sent with each car, I stated expressly that the cars were 'to be stored.' All I got was a letter in return that these cars had been stored. I received no storage tickets. On Jan. 3 I wrote to the Equity Exchange ordering them to sell 5,000 bus. of the wheat then in storage. I received no answer to that letter. On Jan. 7, I wrote them again, giving them the number of the cars. I still received no an-

swer. Then I telegraphed them to sell all of the stored grain. I waited patiently for four days before an answer came. On Jan. 14 I received a telegram from George S. Loftus stating that my instructions had been carried out and that the account sales had been mailed. In paying me for the first 21 cars sent, they sent us two checks for \$1,600 each. That was for the first four cars. For the other cars they sent us \$500 for each car, telling us that the balance would be sent just as soon as the cars were unloaded. On the stored wheat they also paid us something. After I wired them to sell the wheat we had to demand payment. We did receive some money for wheat shipped after we shipped those ten cars for storage. Before the account sales were all rendered us, we asked for a statement of the balances still due. We wanted a complete report. We got the report, but it was short one car of wheat. We called their attention to this discrepancy, but got no answer to our complaint. We demanded another report the last days of February. When it came the report was still one car of wheat short. It was the same car. I demanded a check for the balance due us. The report seemed too full of discrepancies. We were charged for storage, unloading and so forth. On March 1 our directors instructed Mr. Bundy and I to come down here to the cities and get our money. Our object in coming down was to get our account all straightened out. On Tuesday of this week we held a conference in Mr. Loftus' office. I asked their bookkeeper, Mr. King, if our grain had been stored. He replied that it had been. When I asked Mr. Loftus he said that it had not been stored. I then took up the matter of storage charges with him. If the grain hadn't been stored I wanted to know why we were obliged to pay storage. Mr. Loftus said that he had sold the wheat at a higher price and was therefore entitled to charge us storage." Treas. H. G. Bundy told of the troubles the Farmers' Elevator Co. had had with the Equity Exchange. "The Equity Exchange has sold our grain at very unsatisfactory prices," he said. "We have more 'no grades' with them than with any other concern. The dockage has always been higher. I was never in favor of sending our grain to them for these reasons."

MISSOURI.

Lees Summit, Mo.—I will install a new boiler in our elvtr.—Chas. F. Owen.

Callao, Mo.—I will build an elvtr. later on to replace my plant burned Jan. 25.—Everett Bustie.

California, Mo.—The Gattermeir Mlg. Co. is contemplating the erection of a mill and elvtr. at this point.

Centerview, Mo.—We have wrecked our old 30,000-bu. elvtr. and will build a new house of 12,000 bus. capacity, equipping it with all modern conveniences.—W. H. Sherrick & Co.

Sheridan, Mo.—R. D. Rorabaugh, said to be a grain dealer at this station, has been declared a bankrupt, among the creditors being The Hauck Mlg. Co. of St. Joseph and the St. Joseph Broom Works.

Jefferson City, Mo.—Opposition to sections in the measure providing for a State warehouse and grain inspection dept., and inability to agree on amendments to the bills, has caused the Senate to defer en-grossing it.

KANSAS CITY LETTER.

Tracy L. Cockle joined the force in the cash grain dept. of the Terminal Elvtr. Co., Mar. 1.

The feed manufacturing plants of the Mammoth Mlg. Co. at this market and at Muskogee, Okla., were bot by C. P. Gottwalls, representing the Commercial Natl. Bank of Muskogee, for \$27,000.

The appeals com'te of the Board of Trade has made the settling price on the 145,000 bus. of corn for December delivery on which default was made, 1½c less than the price made by the arbitration com'te, which was 49½c.

Geo. A. Aylsworth, formerly with the Moffatt Com'n Co., J. R. Tomlin and C. T. Neal, mgr. of the Murray Elvtr. Co., operating the 1,000,000-bu. elvtr. of the Burlington Ry. Co., have formed a company and will take over the Burlington house.

The Hinds Grain Co. will take an appeal from the decision of the court in its recent suit against a Nebraska grain dealer in which a verdict was rendered for both parties, leaving the Hinds Grain Co. with a balance of \$2,300 against it. The suit grew out of speculative operations.

We are indebted to Sec'y E. D. Bigelow for a copy of the annual statistical report for 1912 of the Kansas City Board of Trade. The report contains a full list of officers, com'tes and members, also comprehensive tables showing the receipts and shipments of grain during the year, stocks in store Jan. 1, 1913, exports of wheat and corn, daily range of prices for each month, a complete list of elvtrs. and operators at this market, and much other interesting information.

Receipts of grain at Kansas City during February included 1,950,000 bus. of wheat, 1,761,250 of corn, 697,000 of oats, 11,200 of barley, and 18,700 bus. of rye; compared with 1,660,800 bus. of wheat, 4,633,750 of corn, 714,000 of oats, 16,800 of barley and 5,500 bus. of rye received during February, 1912. Shipments for the month included 1,766,400 bus. of wheat, 923,500 of corn, 576,600 of oats, 5,600 of barley, and 6,600 bus. of rye; compared with 1,316,400 bus. of wheat, 2,236,250 of corn, 578,000 of oats, 12,600 of barley, and 2,200 bus. of rye shipped in February, 1912.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

J. T. Arthur and Wm. A. Thompson have applied for membership in the Merchants Exchange.

Work has been started on the 50,000-bu. reinforced concrete elvtr. of Schultz & Niemi Com'n Co. at Bridgeton, Mo., a station on the Wabash R. R. near this market. The elvtr. will contain 60 square bins. The Macdonald Engineering Co. has the contract.

Receipts of grain at St. Louis during February included 2,905,200 bus. of wheat, 3,306,000 of corn, 2,058,700 of oats, 13,200 of rye, and 216,000 bus. of barley; compared with 951,600 bus. of wheat, 3,408,000 of corn, 1,608,200 of oats, 3,300 of rye, and 14,400 bus. of barley received during February, 1912. Shipments for the month included 2,260,980 bus. of wheat, 1,805,930 of corn, 1,375,150 of oats, 20,430 of rye, and no barley; compared with 1,401,840 bus. of wheat, 3,261,340 of corn, 1,005,550 of oats, 6,300 of rye, and 16,410 bus. of barley shipped during February, 1912.—Eugene Smith, sec'y Merchants Exchange.

MONTANA.

Sidney, Mont.—The Farmers Elvtr. Co. has been organized at this station.

Moore, Mont.—C. H. Winters has succeeded Theo. Terhune as mgr. of the Western Lbr. & Grain Co.

Benchmark, Mont.—The elvtr. of the Montana Central Elvtr. Co. has been closed for the season. Agt. Fred. Dewald has gone to Collins, Mont., on his home-stand for the summer.

Roundup, Mont.—A. I. and F. Anderson and P. T. Bervon, who lately bot the Roundup Elvtr., will take over the interest of W. P. Ladd and business will be merged under the name of the Roundup Elvtr. Co.

Kolm sta., Moccasin p. o., Mont.—The Rocky Mountain Elvtr. Co. has built an elvtr. at this station and one at Rossfork sta., Moccasin p. o. Dozens of others will be built this summer in Eastern and Central Montana on the new lines of the C. M. & St. P., Gt. Nor., Nor. Pac. and Sco.—H. S. Woodward, Hobson, Philbrook p. o., Mont.

NEBRASKA.

Schuyler, Neb.—The Farmers Grain Co. incorporated; capital stock \$20,000.

Omaha, Neb.—The Aksorben Grain Co. has been organized with E. A. Nordstrom mgr.

Lyons, Neb.—A farmers elvtr. company is being organized at this station by C. Vincent.

Central City, Neb.—A workman's house belonging to the T. B. Hord Grain Co. burned Mar. 1; loss \$300.

Eagle, Neb.—The Farmers Elvtr. Co. is installing a Sonander Automatic Scale furnished by the American Supply Co.

Arnold, Neb.—The new elvtr. of the Western Grain Co. burned to the ground Mar. 2, a warehouse also being destroyed.

Wymore, Neb.—The Wymore Elvtr. Lbr. & Coal Co. has been organized by farmers south of this station; capital stock \$10,000.

Nickerson, Neb.—The farmers in this vicinity will hold an early meeting with a view of organizing a co-operative company and expect to buy one of the elvtrs.

Louisville, Neb.—Our elvtr. burned at midnight, Feb. 25; total loss on building and machinery, \$6,000; insurance, \$4,000; loss on grain, \$900, fully covered by insurance. We have let contract for a new elvtr., to be finished May 1, to G. H. Birchard.—Kleckler & Schafer.

Receipts of grain at Omaha during February included 1,558,800 bus. of wheat, 2,326,800 of corn, 1,582,700 of oats, 22,000 of rye, and 60,200 bus. of barley; compared with 818,400 bus. of wheat, 3,615,600 of corn, 1,258,000 of oats, 2,200 of rye, and 224,000 bus. of barley received during February, 1912. Shipments for the month included 1,401,600 bus. of wheat, 1,871,100 of corn, 1,179,000 of oats, 21,000 of rye, and 5,000 bus. of barley; compared with 613,000 bus. of wheat, 2,094,000 of corn, 1,083,000 of oats, 1,000 of rye, and 11,000 bus. of barley shipped during February, 1912.—F. P. Manchester, sec'y Grain Exchange.

Omaha, Neb.—The Sugarman Bill (H. R. 857), now before the state legislature, is the only bill that is fair to all concerned, the only one that would be practical in its operation, and the only one that will meet with general approval. This bill is fair to the farmer in that it gives him storage, insurance, handling and guarantee against shrinkage, for his grain in any elvtr. in the state and at a reasonable charge, which is at the same time a fair compensation to the elvtr. man for the above services. The issuance of warehouse receipts will enable farmers to borrow money easily on their grain if they so desire, and the supervision of the State Board of Railroad Commissioners will further serve to safeguard the interests of the farmer, and will at the same time tend to steady the grain dealer in his business transactions. If the country elvtr. becomes filled with storage grain or the grain threatens to get out of condition, he can ship to the terminal elvtrs. and store it with them on the same basis that he himself is storing. This will enable the small elvtr. owner to stay in business as against his competitor with larger storage capacity, and the provision for the payment of uniform storage charges will prevent discrimination in that large elvtr. concerns will not be able to charge for storage in one place and give it free in another place, thus forcing the single elevator operator to follow suit or go out of business.—N. B. Updike, pres. Updike Grain Co.

LINCOLN LETTER.

The following bills of interest to the grain dealer have been introduced in the House: H. B. 865 introduced by Representative J. C. Snyder, provides for an act to repeal chapter 165 Session Laws of 1911, and prescribes a method for testing the weight of grain and fixes a penalty for the violation of the act; H. B. 610, introduced by Representative Druessedow,

creates a weights and measures commission of which the Governor shall be chief inspector; H. B. 640, introduced by J. J. Gustin, requires county license for all grain elvtrs., and H. B. 857, introduced by Representative M. L. Sugarman, defines what shall constitute public warehouses and places them under the control of the Board of Railroad Commissioners, which is to establish all rules for regulation and management of such warehouses and enforce them, providing penalties for their violation.

The Burlington Ry Co., has been given permission by the state railroad commission to stop grain in transit at this point, when shipments originate north of here and are destined for points east and south. Heretofore the carrier has only had the privilege of stopping grain in transit when same originated west of Lincoln.

The Gooch Mlg. & Elvtr. Co. is making extensive improvements in its elvtr., and is building 12 additional concrete bins, 2 additional concrete tanks, also raising present tanks 20 feet, which will make a total increase in storage capacity of 50,000 bus. New equipment will include one stand of elvtrs., complete outfit for a corn mill and 3 General Electric Motors.

NEW ENGLAND.

Buckfield, Mass.—Buckfield Grain Co. incorporated; capital stock \$10,000; incorporators Fred Scott, Benton; E. C. Teague, Hebron, and Fred A. Taylor of this city.

Boston, Mass.—Wm. B. Herrick, member of the Chamber of Commerce and well known in the wholesale grain trade, died Feb. 24, after a four years' illness. He retired from active business about five years ago and was 76 years old at the time of his death.

West Brookfield, Mass.—The loss of the Cutler Grain Co. in the fire that destroyed its plant, Feb. 9, amounted to \$3,000; partially covered by insurance. The loss on the building owned by John A. Conway amounted to \$2,500; insurance on building \$1,000, on fixtures \$600.

Boston, Mass.—The Supreme Judicial Court of Massachusetts has affirmed the judgment of the lower court in favor of the Boston & Maine R. R. Co., in the suit brot by Wm. Glavin for personal injuries while employed to oil the machinery on the first and second floors of the elvtr. of the railroad company. Glavin claimed that in order to properly oil the bearings he was compelled to stand with one foot on a narrow platform and the other on the handle of a shifting lever, which was operated from the floor below. While he was standing in this position, he alleges the lever was thrown over and he fell into the machinery. He admitted that he fully understood the dangers of his employment and that he had been instructed to look out for them. Therefore the court held that the employer was not liable for failure to give further warning or instructions and if the equipment of the elvtr. was in perfect working order at the time of the accident as was shown by the testimony, he was not liable for injuries when the plaintiff knew that the machinery might be started at any time without special warning to him.

NEW JERSEY.

Jersey City, N. J.—The Armour Grain Co. of Chicago, has bot the elvtr. of the Erie Railroad.

Gloucester City, N. J.—C. C. Dempsey & Co. incorporated to deal in grain, flour, etc.; capital stock \$100,000; incorporators C. C. Dempsey and W. K. Flagg, Westville, and A. M. McNutt, Collingswood.

Townley sta., Elizabeth p. o., N. J.—The alfalfa mill, elvtrs. and warehouses of the recently consolidated firm, of the American Hay Co. and Chas. Schaefer & Son, will be greatly enlarged by the new company.

NEW YORK.

Brooklyn, N. Y.—The K. & W. Grain Co. incorporated; capital stock \$21,000.

Albany, N. Y.—Henry A. Gillespie, vice-pres. of the Barry Grain Co., has retired from the company.

New York, N. Y.—The Winner Mlg. Co. incorporated to deal in grain, feed, hay, etc.; capital stock \$10,000.

New York, N. Y.—Atlantic Grain Co., Inc., incorporated; capital stock \$5,000; incorporators Rudolph W. Specht, Orange, N. J., Otto M. Gabler, Brooklyn and Philip V. Brown, New York.

Holcomb, N. Y.—We are going to build a grain elvtr. and a grist mill which will be 90x50 ft., with access to the railroad on both sides of the building for loading and unloading. It will be 2 stories high. Our equipment will include a 40-h.p. natural gas engine, 24-inch attrition mill, grain cleaner, etc.—Lay & Dibble.

Albany, N. Y.—The Stillwell Bill recently introduced in the state legislature forbids any exchange, or the members of any exchange, to refuse to deal at the regular rates of commission with or for the members of any other exchange, voluntary ass'n or corporation. It is believed that the intent of the bill was to prevent the Stock Exchange from making rules and regulations forbidding its members from dealing with members of the Consolidated Exchange or other bodies, but the effect of the bill shud it become a law wud be the same on all exchanges, and members of the Produce Exchange are opposed to its enactment, a special meeting having been called by Pres. Aspegren to consider it.

NORTH DAKOTA.

Pembina, N. D.—H. R. Shannon is now agt. for the Victoria Elvtr. Co.

Chola, N. D.—I am not agt. for the Atlantic Elvtr. Co.—G. P. Lampson.

Cuba, N. D.—I am now agt. of the Paulson & Bye Elvtr. Co.—Carl King.

Juanita, N. D.—I am now mgr. for the Equity Elvtr. & Trading Co.—G. M. Allen.

Eckman, N. D.—L. M. Kopan is now agt. for the Northland Elvtr. Co.—B. J. Wolf.

Burt, N. D.—David Coutts has bot the elvtr. of Larsen & Elertson. E. E. Harvey will be mgr.

Spring Creek, no p. o., N. D.—Farmers of this vicinity are interested in the organization of a farmers elvtr. company.

Hannah, N. D.—The elvtr. of the Farmers Elvtr. Co. will be improved.—O. E. Countryman, agt. St. Anthony & Dakota Elvtr. Co.

Luverne sta., Page p. o., N. D.—The Farmers Elvtr. Co. is operating a 50,000-bu. elvtr. at this station.—St. Anthony & Dakota Elvtr. Co.

Straubville, N. D.—We have handled 105,000 bus. of grain this season and will have 20,000 bus. more.—E. J. Garrity, agt. Northwestern Elvtr. Co.

Osnabrock, N. D.—The elvtr. of the Independent Elvtr. Co. has been closed. E. L. Haven is agt. for the Imperial Elvtr. Co.—Henry Gunderson.

Herrick sta., Drayton p. o., N. D.—I have bot the elvtr. of the Monarch Elvtr. Co. and will install a cleaner. I will close my 7,000-bu. house.—J. C. Stewart.

Drayton, N. D.—The old elvtr. of the Minneapolis & Northern Elvtr. Co., the first elvtr. ever built here, has been torn down.—R. E. Gutekunst, agt. Andrews Grain Co.

Moffit, N. D.—Officers of our company are as follows: Valentine Benz, pres.; S. White, treas.; F. T. Alvey, sec'y, and myself mgr.—John Moderow, Farmers Elvtr. & Merc. Co.

Kenmore, N. D.—The Royal Elvtr. Co. is out of business at this station. Osborne & McMillan are operating their elvtr. and there is no J. Kellogg in business here at present.—Frontier Mlg. Co.

Langdon, N. D.—J. H. Harlan has succeeded J. B. Boyd at this station. H. F. Gainsforth has retired as mgr. of the Cargill Elvtr. Co. and is now located in Canada.—National Elvtr. Co.

Langdon, N. D.—New agts. here are Thos. Brady for the Cargill Elvtr. Co.; Jas. Sullivan for the St. Anthony Elvtr. Co. and E. Rice for the National Elvtr. Co.—A. Hamilton, agt. Amenia Elvtr. Co.

Jamestown, N. D.—It is too early to give accurate information, but the C. M. & St. P. is opening up new territory both sides of this station and several new elvtrs. will be in operation this fall.—Star Elvtr. Co.

Cleveland, N. D.—We will close our elvtr. soon to make repairs and put in a new leg complete with rope drive. The Farmers Elvtr. Co. will also make repairs on its elvtr.—M. N. Pratt, agt. Occident Elvtr. Co.

Kaiser, N. D.—My successor as mgr. of the Dakota Grain & Lbr. Co. at this station is Philip Kary. H. De La Pointe is second man. I am not in the grain business at present.—Jno. Steinkopf, Buffalo Lake, Minn.

Bowdon, N. D.—The elvtr. of the Bowdon Hdw. & Implt. Co. will be closed for the balance of the season. W. H. Quain will probably retire from business, in which case the elvtr. will change hands.—F. J. Wilcken, agt. Crown Elvtr. Co.

Gladstone, N. D.—We will make a number of changes in the elvtr. recently bot of J. Hollst. Our officers are Franz Bayer, pres., Andreas Lak, vice-pres., J. A. Lak, treas., and myself sec'y and mgr.—Mathias Bayer, of Bayer & Lak Co.

Anamoose, N. D.—John Biske is now agt. for the Osborne-McMillan Elvtr. Co. The new elvtr. of the Farmers Elvtr. Co., replacing the one burned 2 months ago, is nearly ready to receive grain. Fred Pfeife is agt.—F. R. Knittel, agt. Victoria Elvtr. Co.

Devils Lake, N. D.—The elvtrs. of the Farmers Elvtr. Co. and the Lake Grain Co. are closed and the elvtr. of the Minneapolis & Northern Elvtr. Co. is being wrecked and will be rebuilt at a point on the Farmers Line north of here.—T. J. Gagan, agt. National Elvtr. Co.

Carpio, N. D.—The following is a correct list of the elvtrs. at this station: Farmers Elvtr. Co., 25m., T. Torgerson, mgr.; Olsgard & Thorsen, 20m., L. E. Besteland, buyer; Royal Elvtr. Co., 20m., Lars Jepson, mgr.; Woodworth Elvtr. Co., 20m., Chas. Moore, mgr.—N. J. Thorson, agt. Farmers Grain Co., Minot.

Berthold, N. D.—We intend to rebuild our elvtr., putting up a 50,000-bu. house, with feed mill and coal sheds in connection. The equipment will include the latest cleaners and the best elvtr. machinery obtainable. Our officers are G. A. Luke, pres., E. F. Jones, sec'y, and O. M. Able, treas.—A. D. Anderson, mgr.

Fargo, N. D.—Jack Smith of Wheatland was given a judgment of \$350 against the Crown Elvtr. Co., Feb. 25, in the district court. According to the testimony given, Smith shipped a considerable quantity of grain to the elvtr. company to handle for him on a commission basis, and it was sold in the face of a rising market for a sum which was lower by several cents per bushel than should have been received, alleges Smith.

Durbin, N. D.—On Jan. 30, about 11 a. m., I noticed smoke coming thru the roof of our power house. Investigation showed that the blaze, which had started from an exhaust pipe, was between the corner and the first studding of the building. We chopped a hole in the wall and applied a fire extinguisher and soon had the fire under control. Our office and power house is about 10 ft. from the elvtr. and both buildings are iron clad. We had about \$2,500 worth of wheat in the elvtr. at the time, but the building was not damaged in any way. The damage to the power house will amount to \$62.—Aug. Meinecke, mgr. Farmers Elvtr. Co.

Bismarck, N. D.—S. B. 212 relating to warehouses and grain grading has been recommended for passage in the Senate. S. B. 358 has been introduced by Senator Duncan and provides for a system of accounting for elvtrs. S. B. 206, introduced by Senator Jacobson, providing that delinquent seed grain payments shall be spread on the tax lists, has been passed. S. B. 166, providing for the reinstatement of canceled incorporations upon payment of a penalty of \$10 and all arrearages, has been signed by the Governor.

Bismarck, N. D.—The following bills have been recently introduced in the House and have been referred to various committees for consideration: H. B. 182, which requires owners of seed liens to notify elvtrs.; H. B. 475, relating to the taxation of grain; H. B. 280, relating to the dockage of grain in elvtrs., has been indefinitely postponed. The following bills have been passed by the House: H. B. 206, relating to licensing transient merchants, by a vote of 75 to 19; H. B. 422, providing for the erection and maintenance of terminal elvtrs. in Wisconsin and Minnesota.

Valley City, N. D.—The annual meeting of the North Dakota Farmers Grain Dealers Ass'n was held here Mar. 4 and 5. Among the addresses of interest were "Storing Grain," by A. A. Lee of Hatton; "Cleaning and Grading Grain for Shipment," by Thos. Cooper, Fargo; "What is the So-Called Proper and Fair Margin of Handling Grain?" I. S. Henjum, Hartford; "The Relation of a Grain Exchange to the Farmers' Elvtr. Companies," by Sec'y John G. McHugh, Chamber of Commerce, Minneapolis; and "The Relations Existing Between the Elvtrs. and the Railroad Commission," W. H. Stutsman, chairman of the Commission. The following telegram was sent to Speaker Henry Rines, protesting the passage of any measures prohibiting dealings in futures: "We, the North Dakota Farmer Grain Dealers Ass'n, in convention assembled, believing it will be against the interest of the farmer grain growers of our state to pass laws eliminating dealing in futures, whereby cash grain may be hedged, do hereby unanimously urge and recommend that your body take adverse action against such law. (Signed) A. A. Lee, Chairman, F. J. Till and J. G. Johnson, Com'ite."

OHIO.

Hume, O.—Leopold & Allen have bot the elvtr. of Wm. Boogher.

Hebron, O.—We will install new machinery on our elvtr.—Kirk & Co.

Cavett, O.—Lou Wadsworth has bot the elevator of F. D. Brandt, and took possession Mar. 1.—A. R. B.

Jonestown sta., Tokio p. o., O.—I have just installed a new Muncie Oil Engine in my elvtr.—J. S. Metzner.

Rockford, O.—Wagers & Dustman have bot the elevator here of J. W. McMillan & Son, possession given Mar. 1.—R. B.

Elmira, O.—Yager & Rupp have purchased the elevator of the Elmira Elvtr. Co., and took possession Mar. 1.—F. E. Hepper, West Liberty, O.

Old Fort, O.—The Peoples Merc. & Elvtr. Co. incorporated; capital stock \$15,000; incorporators Chas. Flumerfelt, C. J. Frye, Chas. DeRan, E. E. Ickes and H. G. Shan-non.

Okolona, Ohio.—We have installed a new Richardson Automatic Scale, a new car loader, Western Sheller, suction fan and new elevator legs on our elvtr.—F. P. Long, mgr. Okolona Elvtr. Co.

Portsmouth, O.—H. S. Grimes, while at Washington recently, contracted a severe case of ptomaine poisoning, which affected his eyes. His many friends in the trade will be pleased to learn that he is rapidly recovering.

Columbus, O.—The Green workmen's compensation bill passed by the legislature practically gives the state a monopoly of workmen's compensation insurance. It makes workmen's compensation compulsory. Employers can, by giving a bond, carry their own insurance and insure in mutual ass'ns.

Defiance, O.—We have increased the capacity of our elvtr. about 5,000 bus., and have installed electric motors. We have also built a new corn crib. Our new equipment includes a Sydney Sheller, dump, drag, Sidney Cleaner and five Cyclone Dust Collectors. The Philip Smith Mfg. Co. had charge of the work.—W. E. Gest, mgr. Defiance Grain & Mlg. Co.

Lima, O.—T. P. Riddle of this city will be glad to hear from grain dealers with suggestions for the reorganization of the various agricultural activities of the state government under a single department. Heretofore, agricultural affairs in Ohio have been under the control and direction of three heads: The Ohio State University, the Wooster Agricultural Experiment Station, and the Ohio State Board of Agriculture. Last week a bill was introduced proposing the formation of an agricultural commission consisting of four members appointed by the Governor to succeed the present plan. Too many state officials working along similar lines without co-operation leads to a great waste of time and labor without benefit to the farmer, who bears the expense.

Toledo, O.—At a meeting before the Interstate Commerce Commission, Feb. 20, in the freight rate discrimination hearing, Attorney Mueller, who is in charge of the grain dealers' interests in the matter, explained that Toledo did not ask for a reduction of freight rates on through grain shipments, tho such tariff, ranging from 12½ to 13c, is considered unreasonably high, but that it demanded a division of thru rates at this point, as provided in Interstate Commerce Commission rules as a safeguard against discrimination in rates by railroads as a means of vesting the city with market privileges to which it naturally is entitled. The railroads allege that if such a concession was granted Toledo it would be imperative that similar concessions be given Cincinnati, Cleveland, Columbus, or any other shipping point.

CINCINNATI LETTER.

Only 3 cars of rye were inspected during the last two weeks, there being no market for rye.—S

The directors of the Chamber of Commerce have decided to hold a meeting every Tuesday, instead of once a month, as has been the custom.—S.

Cincinnati, O.—Paul Van Leunen & Co. will build a concrete elvtr. of 30 cars capacity, on Carthage Pike, and will move the offices to that location as soon as the elvtr. is completed.

Carl Dehoney, mgr. of the publicity dept. of the Chamber of Commerce, advises that he has secured 15 new members to the exchange, while on a trade excursion in the West Indies.—S.

Within the past two weeks only 33 cars of wheat were inspected by the Inspection Bureau. Good choice wheat has been coming to the local market in such small quantities that the price was boosted 2 cents.—S.

Heavy receipts of oats during the past two weeks have caused the market to take a drop of 1c; 62 cars of oats were inspected during the past two weeks, most of which was mixed oats. The trade here prefer the white grades.—S.

Cincinnati, O.—Receipts of grain at Cincinnati during February included 105,148 bus. of barley, 970,562 of corn, 863,978 of oats, 78,215 of rye and 125,254 bus. of wheat. Shipments for the month included 29,609 bus. of wheat, 455,608 of corn, 738,652 of oats, 37,868 of rye and 132,747 bus. of barley.—Wm. Culkins, supt. Chamber of Commerce.

Despite the record breaking receipts of corn that are coming to this market the price still soars. During the past two weeks there were just 421 cars of shell corn and 23 cars of ear corn inspected by the Inspection Bureau. Prices are up from ½ to 1c since the price of two weeks ago. Shell corn has been testing from 17½ to 21% moisture, with the 19% moisture preferred by the buyers.—S.

At a recent special meeting of the grain interests of the Chamber of Commerce, an amendment was drafted to the Winans bill now before the Senate, which will be forwarded to Senator Winans with the request for favorable consideration.—S.

The directors of the Chamber of Commerce held their monthly meeting Mar. 4, and discussed the employing of an attorney to furnish a digest of the bills pending in the Legislature, chief of which is the Winans bill, which has greatly interested the grain trade.—S.

A protest against a proposed increase of 1c per 100 lbs. on grain shipments from points in Illinois to Ohio River territory has been made by the Cincinnati grain dealers and grain dealers located in Illinois, Kentucky, Indiana, Missouri and Tennessee. The matter will be taken up with the Interstate Commerce Commission.—S.

G. M. Freer, mgr. of the traffic dept. of the Chamber of Commerce, has sent out the following notice: There has been some controversy in regards to demurrage charges on cars of grain ordered to elevators. Hereafter the party issuing the last order on a car of grain is responsible so far as the railroad is concerned for all demurrage charges, which are properly due and the railroad will in all cases look to such party for the payment of the demurrage bills.—S.

OKLAHOMA.

Carmen, Okla.—I have bot the elvtr. of the Cox Grain Co., operating as the Bales Grain Co.—J. F. Bales.

Gage, Okla.—We succeeded the Alva Roller Mills at this point Jan. 1.—Oscar Robinson, of Cress & Robinson Grain Co.

Supply, Okla.—Thos. Chandler, employed in an elvtr. at this point, caught his arm in the machinery and amputation was necessary.

Norman, Okla.—S. G. Ambrister of Davis, has bot the elvtr. of Snyott & Aniol, which has recently been operated by the E. L. Hayes Grain Co.

Oklahoma City, Okla.—H. B. 547, licensing mutual fire insurance companies, merits the cordial support of grain shippers. The bill was introduced by J. W. Reece of Stillwater to amend Sec. 73 of Art. 1 of Chap. 21 of the session laws of 1909.

Alva, Okla.—We will increase the capacity of our elvtr. about 10,000 bus., which will give us a storage capacity of 28,000 bus. The work will be done after the elvtr. is moved from the Santa Fe right of way to a site we have purchased near the R. I. tracks. Our officers are John Wiebener, pres., G. Wiebener, sec'y, G. Kletke, treas., and F. H. Meyer, mgr.—Woods County Grain & Broom Corn Co.

Oklahoma City, Okla.—H. B. No. 29, introduced by Representative Lemon, and providing for a thresher's lien on grain or seed and for foreclosure of such lien, has been passed by the Senate and House and has been signed, I understand, by the Governor. H. B. No. 395, relating to County Weigher, was defeated in the House where it originated. We were more interested in this bill than in any other, inasmuch as it was intended to make the County Weigher's weights official, which would mean that all grain weighed over the county scales wud have to be taken by the purchaser as correct.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

PENNSYLVANIA.

Pittsburgh, Pa.—At the hearing on switching charges before the Interstate Commerce Commission, held Feb. 24, C. F. Denig, mgr. of the traffic dept. of the Hay & Grain Exchange, produced a map that he had prepared to show the switching arrangements and the interchanging points in this district.

Pittsburgh, Pa.—A suit which has been in the courts for 21 years has just been decided, two old grain firms having been involved in the trouble. In 1891 M. F. Herron & Co. brot a claim for \$853 against Henry & McCance, the dispute arising over a verbal option of a "year's delivery" of 5 cars of oats, the right to exercise the option being the basis of the difference of opinion. The matter was carried to the arbitration board of the exchange and the decision of the board, later affirmed by the Common Pleas Court, was in favor of Herron & Co. Interest charges have brot the amount up to \$1,986.91. Six of the contestants are dead and both firms have retired from business.

PHILADELPHIA LETTER.

Frank L. Neall, formerly with Peter Wright & Sons, has opened a traffic bureau in the Bourse Bldg. Mr. Neall is well known as a trade statistician.

The loss on the elvtr. of Geo. Egolf & Co., burned Feb. 20, is fully covered by insurance and the house will be rebuilt at once. The fire is believed to have started from a locomotive spark.

Capt. John O. Foering has been reappointed chief grain inspector of the Commercial Exchange and will be assisted by the following deputies: A. Downing, chief deputy, Philip Vert, John Lyman, and A. F. Foering.

SOUTH DAKOTA.

Ethan, S. D.—The Farmers Elvtr. Co. has bot the elvtr. of the South Dakota Grain Co. at this station.

Fort Pierre, S. D.—H. C. Ostendorff has retired from the firm of Decker & Ostendorff and J. J. Decker will continue the business alone.

Arlington, S. D.—Geo. P. Sexauer & Son are wrecking the old Hewitt and Bingham elvtrs. and will build a 25,000-bu. elvtr. on the sites.

Montrose, S. D.—The office of Schaefer Bros. was considerably damaged by fire, Feb. 14. The blaze started in a desk where matches were kept and it is that mice got at them.

SOUTHEAST.

Atlanta, Ga.—The offices of the members of the Local Grain Dealers and Brokers Ass'n were closed during the afternoon of Feb. 18, the members attending the funeral of A. W. Hodnett, who shot himself Feb. 17.

TENNESSEE.

Memphis, Tenn.—Sim F. Clark was recently married to Miss Elma Neal.

Memphis, Tenn.—The Tennessee Stock Food Co. incorporated; incorporators Milton A. Dreyfus, H. H. Roth, C. C. Harrell, Elias Gates and John D. Martin.

Nashville, Tenn.—The Nashville reshipping case was argued before the Supreme Court of the U. S., Feb. 24. The final decision will be rendered within the next 90 days.

Memphis, Tenn.—The elvtr. of John Wade & Sons was recently threatened with destruction by fire, but the blaze was discovered and quenched with fire extinguishers.

TEXAS.

Jacksonville, Tex.—The Jacksonville Grain & Com'n Co. has succeeded Reinhardt & Co.

Dallas, Tex.—The Texas Industrial Congress announces its third annual prize offer of \$10,000 in gold to the farmers of Texas who secure the largest yields, cost of production considered, of specific crops raised in Texas in 1913, the prizes being absolutely free and the competition open without charge and without cost of any kind, to every man, woman, boy or girl who will comply with the simple requirements.

Galveston, Tex.—Exports of grain at Galveston during February included 600,000 bus. of wheat and 25,714 bus. of kafir corn; compared with no exports in February, 1912. The total exports since Sept. 1, 1912, include 8,849,703 bus. of wheat, 151,331 of corn and 102,567 bus. of kafir corn; compared with 56,000 bus. of wheat, 10,000 of corn and 25,713 bus. of kafir corn exported in the corresponding season of 1911-12.—John H. Upschulte.

Howe, Tex.—The Court of Civil Appeals of Texas has granted J. T. McCoy a new trial in his suit against J. L. Pafford. The suit arose from a sale of 6 cars of sorghum hay by Pafford to the Howe Grain & Mercantile Co., f. o. b. Claude, Tex. Customers having refused the hay on account of alleged inferior quality the Howe Grain & Mercantile Co. suffered \$465 loss, and assigned their claim to McCoy. The first trial resulted in judgment for the defendant, Pafford, the jury holding that he had a right to be sued in his home county, Armstrong. In reversing this decision the Court of Appeals held plaintiffs were right in starting suit in Grayson County.

Spur, Tex.—The Court of Civil Appeals of Texas has affirmed the judgment of the Dickens County Court in favor of P. A. Fite against the Spur Grain Co., Stamford Brokerage Co. and Early & Clement Grain Co., for \$411 damages growing out of a shipment of a car of chops alleged to have become wet, molded and rotten. The Spur Grain Co. and the Stamford Brokerage Co. sold their claim to Fite. The defense alleged that suit should have been brot in McLennan County, both Eugene Early and B. E. Clement residing at Waco.

WASHINGTON.

Colton, Wash.—The Farmers Union Warehouse Co. will build an elvtr. to replace the warehouse recently wrecked by the heavy snow.

Centralia, Wash.—Ben C. Sears, grain dealer, was shot in the leg by Wm. Bryant, when he grappled with Bryant, who was chasing his wife thru the streets waving a revolver and threatening to shoot her. The bone in Mr. Sears' leg was shattered, but it is that he will recover.

Walla Walla, Wash.—The farmers of the state allege that the state Board of Control overstepped its power when it rescinded the formal contract for 2,000,000 grain bags sold at the state penitentiary, and many of them are refusing to accept the refund of the 10% of the purchase price paid to Warden Reed, and are contemplating legal steps to secure the bags contracted for.

Pullman, Wash.—The Farmers E. & C. Union held a meeting Feb. 26 and decided to build elvtrs. at Chambers, Kitsmiller, Armstrong and Pullman as soon as sufficient funds can be raised, the hundred members present voting almost unanimously for the elvtrs. Word was received at the meeting to the effect that the unions at Albion and Whelan, stations near here, have sufficient funds to build and will start the work as soon as the weather permits. Many members reported that they had canceled their orders for grain bags and wud sell grain only in bulk. The unions at Thornton, Oakesdale, Steptoe and Rosalla are also figuring on building elvtrs.

Olympia, Wash.—Senate bill No. 61, fixing the standards of weights and measures adopted by the United States bureau, and providing for a state dept. of weights and measures, has passed both branches of the legislature and will no doubt be signed by the governor at an early date. The measure makes the sec'y of state ex-officio supt. of weights and measures, who shall appoint a deputy and one inspector, the deputy at \$2,400 and the inspector at \$1,800 a year. The county auditor in each county is ex-officio sealer of weights and measures in that county and he shall appoint a deputy county sealer. Cities of the first class shall appoint city sealers, and the compensation of the county dep-

uty and city sealers shall be fixed by their respective county boards of commissioners or city councils. Each county and city must maintain a standard set of weights. All scales and measures in the state must be inspected and sealed at least once a year and no fee for inspection and sealing is to be charged. This latter provision is greatly favored by dealers, who are generally strongly opposed to the iniquities of the fee system in vogue in some cities.

WISCONSIN.

Denmark, Wis.—We expect to build a 20,000-bu. elvtr. to replace the house burnt Feb. 12, but will build only a warehouse at present.—Kriwanek Bros. Co.

Madison, Wis.—The Senate Good Roads Bill, providing for an appropriation of \$450,000 to make up the deficit in the state highway fund, has been passed by the House by a vote of 69 to 12. With the appropriation just voted \$800,000 has been provided for highway work already begun in the state. The very fact that so large a sum was needed to meet the demands of the counties and towns in the state indicates the hold the good roads movement has on the people. They have awakened to the benefits in a manner that has surprised even the most optimistic supporters of the movement.

Madison, Wis.—Assemblyman Spoor has introduced bill No. 357 A. in the state legislature, requiring every commission merchant, or other factor or agt., who solicits consignments or deposits of wheat, flax or other grain, butter, cheese, meat, vegetables, fruits or honey, in the state, to be sold or forwarded for other persons, either here or elsewhere, to secure a license and file bond with the sec'y of state. A fine of from \$100 to \$500 for each day's business is the penalty imposed for failure to comply with the law, should the bill be passed. The Milwaukee Chamber of Commerce, acting on the behalf of its members and the grain merchants of Wisconsin, has requested the com'te on laws and legislation to withhold the bill for the present so that com'ites may be appointed to appear before them and oppose the bill. Assemblyman Spoor writes, Mar. 8: Bill 357 A. has been indefinitely postponed. It did not cover what I wanted it to cover and was unjust to grain dealers. I will try and get what I want in another way. I was satisfied with the action of the com'te.

MILWAUKEE LETTER.

Max M. Patton has been admitted to membership in the Chamber of Commerce and the membership of L. G. Marstin has been posted for transfer.—H. A. Plumb, sec'y Chamber of Commerce.

The Donahue-Stratton Co. has leased Elvtr. A. of the C. M. & St. P. Ry. Co. The elvtr. will be overhauled; and new machinery, including a drier, will be installed. The house has a capacity of 1,000,000 bus.

The directors of the Chamber of Commerce have rescinded their order restraining the C. M. & St. P. Ry. Co. from representation on the floor of the exchange, the railroad company having settled the claim of Chas. F. Glavin, as ordered by the arbitration com'te.

The Mereness & Potter Co. is sending a handsome card to the trade each month, each card containing a beautiful picture and a few apt lines. They will be treasured by those who are fortunate enuf to receive them, every one of the 40 different styles being an artistic triumph.

Milwaukee is to have a new car ferry and break bulk line across Lake Michigan, connecting with the port of Ludington on the East shore. It is understood that terminal facilities have been secured in both cities and that a traffic service will be inaugurated across the Lake in the near future. Those interested in Milwaukee decline to give out any details but promise to make their plans public in a short time. The new enterprise may, however, be counted upon as an assured fact.—H. A. Plumb, sec'y Chamber of Commerce.

Francis Duhne, Jr., formerly with the Herman Deutsch Co., was married Mar. 1, to Miss Lillian Friedman.

Elvtr. "E" of the C. M. & St. P. Ry. Co. will not receive grain until some needed repairs are made. The elvtr. was somewhat damaged in a recent accident that cost the life of one of the engineers.

It is announced that there is to be an addition to the storage facilities on the C. & N. W. Ry. at Milwaukee. The ten concrete tanks recently erected are proving inadequate to care for storage requirements, and it has been practically decided to add to the capacity 250,000 to 300,000 bushels, during the coming spring or summer.—H. A. Plumb, sec'y Chamber of Commerce.

Receipts of grain at Milwaukee during February included 618,700 bus. of wheat, 1,674,420 of corn, 1,032,200 of oats, 2,294,200 of barley and 294,800 bus. of rye; compared with 642,850 bus. of wheat, 1,785,120 of corn, 1,042,200 of oats, 1,224,600 of barley and 238,700 bus. of rye received during February, 1912. Shipments during the month included 340,424 bus. of wheat, 1,015,943 of corn, 800,540 of oats, 724,284 of barley and 262,338 bus. of rye; compared with 76,566 of wheat, 803,785 of corn, 807,539 of oats, 235,320 of barley and 259,516 of rye, shipped during February, 1912.—H. A. Plumb, sec'y Chamber of Commerce.

Sec'y H. A. Plumb of the Chamber of Commerce has issued the following statement, in answer to an article recently published in a local paper, purporting to show that a vast amount of grain was tied up in the yards and that trade was stagnant: The statement that a big grain consignment of 500 cars is tied up in the Milwaukee railroad yards and on track and heating is so misleading and so unjust to Milwaukee as to require an immediate refutation. The statement that 500 cars of grain are on track is purely a bad guess, and is very far from being true. The receipts of grain at Milwaukee during the past few weeks have averaged probably 225 to 250 cars per day, and this grain has been and is now being taken care of in a manner satisfactory to the grain trade. While some of the local dealers are carrying quite a large stock of grain, it is not true that the elvtr. situation is causing any congestion here. In fact, there is no congestion in Milwaukee. The writer of the article has apparently made a guess as to the grain on track and has included as the grain "tied up in the yards" the daily receipts which were on the market last Friday, and which were disposed of in the ordinary course of business. The article referred to is an injustice to Milwaukee in quoting grossly inaccurate figures and erroneously stating that a congestion exists in this market, and that this congestion is the result of "apathy and dullness in the Milwaukee grain trade." This is far from being true. It is true that corn will heat if allowed to lie in a car an undue length of time, but no trouble at all is being experienced in this direction, and this statement is fully corroborated by those engaged in the grain trade.

THE AMERICAN HOG is living high this year. He is waxing fat on the bumper 1912 corn crop. The temptation to add weight before shipping may be one explanation of the present shortage of hogs in the market. Arrivals are found to be considerably over the weight of former years. The end of the period of usual greatest receipts sees only a scanty supply on hand. The months of heaviest demand are immediately before us. The business revival will have the effect of quickening the demand for fresh meats and curtailing the packer's activities in provision making. This may result in continued scarcity.—Southworth & Co.

Andrew J. Hunt, of Kansas City, Mo., has been re-elected pres. of the Millers National Federation.

CARRIER CAN COLLECT Legal Rate Regardless of Rate Quoted.

It has been said that the law is the last word of the Supreme Court; and this seems to be true in the matter of responsibility of carriers for rate quoted in error. On Jan. 6 the Supreme Court of the United States reversed the decision of the Court of Appeals of Kentucky in the case of the Henderson Elevator Co. against the Illinois Central Railroad Co. In two prior cases the state courts had given the shipper judgment against the carrier.

A rate of 10 cents per 100 lbs. was quoted by the Illinois Central on an interstate shipment of corn from Henderson, Ky., when the published tariff on file with the Interstate Commerce Commission made the effective rate 13½ cents.

On trial by jury the circuit court of Henderson County sensibly instructed the jury that if the loss sustained by the plaintiff "was occasioned and brought about by defendant's failure to have posted or on file in its office in Henderson, Ky., its freight tariff rate in question, and by reason of any erroneous quotations of defendant of its freight rate from and to the points in question, of which plaintiff complains," there should be a verdict for the plaintiff.

This verdict was affirmed by the Court of Appeals of Kentucky, as reported in the Grain Dealers Journal at the time, only to be reversed by the Supreme Court of the United States, Chief Justice White saying:

It is to us clear that the action of the court below in affirming the judgment of the trial court, and the reasons upon which that action was based, were in conflict with the rulings of this court, interpreting and applying the act to regulate commerce. *New York C. & H. R. R. Co. v. United States*, 212 U. S. 504, 35 L. ed. 627, 29 Sup. Ct. Rep. 309; *Texas & P. R. Co. v. Mugg*, 202 U. S. 242, 50 L. ed. 1011, 26 Sup. Ct. Rep. 628; *Gulf, C. & S. F. R. Co. v. Hefley*, 158 U. S. 98, 39 L. ed. 910, 15 Sup. Ct. Rep. 802. That the failure to post does not prevent the case from being controlled by the settled rule established by the cases referred to is now beyond question. *Kansas City Southern R. Co. v. Albers Commission Co.* 223 U. S. 594 (a), 56 L. ed. 567, 32 Sup. Ct. Rep. 316.

Reversed.—33 *Sup. Ct. Rep.* 176.

AVERAGE INVESTIGATION of Grain Claims 61½ Days.

It may be interesting, writes H. C. Iribble, F. C. A. of the Santa Fe R. R., to you to know that of all the thousands of claims of every description paid by my office last January the average time was only 29 days. This means that the time elapsing between the date of presentation and the date of payment of all of the claims paid, added together and divided by the total number of claims paid, makes the average for each and every claim 29 days.

On the thousands of grain claims presented during the calendar year 1912 the average number of days under investigation was 61½. In view of the fact that a great many grain claims are not properly supported at the time they are presented, and that it is extremely difficult to obtain proper proof of loss in a great many of these claims, and the further fact that two or more carriers are involved in quite a number, I think that the general average of 61½ days is reasonably good.

Separation of Cracked Corn.

Elevator operators who cater to the poultry and stock feeding trade have long felt the want of a machine that will give their output an appearance attractive to the eye of the discriminating feed buyer. The improvement in the appearance of the product now can be effected by a separation without actual loss of material by the use of the machine shown in the engraving, known as the Western Gyration Cracked Corn Separator.

This machine takes cracked corn as it comes from the grinder or rolls, cleans and grades it into three sharp, uniform sizes, at the same time removing the flour, meal, bran and corn hulls into separate compartments, to themselves.

The product is first taken into a hopper provided with an adjustable, automatic feeding device which regulates and controls the feed to the screens. The first screen acts as a scalper, and is provided with perforations of a proper size to remove all corn not cracked, which should be returned to the grinder or rolls. The stock then passes to the second screen, which removes the first or coarse grade of cracked corn, and delivers it to the rear of the machine. The third screen makes a medium or intermediate grade, which is also delivered to the rear. The fourth screen makes a fine grade, commonly called "Baby Chick," which is delivered to the right-hand side. The flour and meal fall thru to the bottom of the shoe, and are delivered to the left. The bran and hulls are taken out by the air suction and delivered into the aspirating tips, while the dust is blown out by the fan. Thus there are six distinct separations, each subjected to a strong air current which aspirates and cleans the product thoroughly.

By removing the regular screens and substituting special screens this separator makes a choice grade of aspirated corn meal. By adjustment the machine will blend meal with flour in proportions to suit the most critical.

The gyrating motion is given the shoe at one point, by a bearing of special design, which is fountain oiling and self-adjusting. The movement of the shoe is rotary or sieve-like, combining the greatest capacity with a perfectly balanced non-vibrating machine.

The screens are made of steel wire cloth and kept clean and open by brushes which travel automatically beneath them. They are easily removed and put in place, being arranged like drawers in a cabinet, pulling out from the end of the shoe. The machine is extremely simple, built of seasoned, hard wood, thoroly braced, and positively will not rack.

The United States Department of Agriculture, in its reports, calls special attention to the necessity of keeping cracked corn free from by-products; also that the different grades, when cleaned, must be carefully separated one from another in order to procure the highest nutritive value as feed.

Samples of the work done by this machine will be sent to readers of the Grain Dealers Journal on application to the Union Iron Works.

Reparation Allowed.

The Interstate Commerce Commission has ordered reparation to complainants on the following claims:

Anchor Grain Co., Minneapolis, Minn., against C. B. & Q., refund of \$60.20, unreasonable rate on one car of corn from Brunswick, Neb., to Neiber, Wyo.

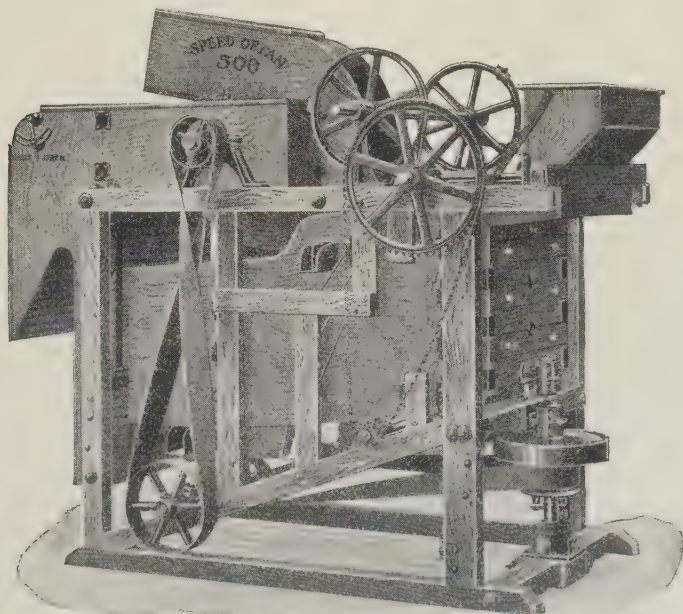
Armour Grain Co., Chicago, Ill., against Ill. Cent., refund of \$1,762.27, unreasonable rate on 148 cars of corn, oats, and wheat from East St. Louis and Chicago to Cairo for beyond.

Hannah Distributing Co., Jackson, Miss., against Ill. Cent., refund of \$28.06, unreasonable rate on 14 cars of grain and grain products from Ia., Ill., Kan., Neb., and Tenn., to Jackson, Miss., for reshipment to points in Mississippi.

Armour Grain Co., Chicago, Ill., against Ill. Cent., refund of \$130.24, unreasonable rate on 9 cars of corn from Omaha and Council Bluffs to Cairo, for reshipment to points in the Southeast.

J. Rosenbaum Grain Co., Chicago, Ill., against C. & E. I., refund of \$1,495.70, unreasonable rate on 280 cars of grain from Iowa, Minn., and S. D. points to Chicago for beyond.

THE LARGEST CARGO of corn ever shipped from Baltimore was loaded into the steamship Valdura on Feb. 19. The boat carried 324,616 bus. of corn destined to Amsterdam.



Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

There seems to be no good reason for the extreme pessimism that has so long existed, because the market is not only entirely devoid of any inflation but, on the contrary, the price is generally regarded as being too high, and yet values here are three cents below the price in Argentine and the market has been on the verge of export business for some time past.

All the European advices indicate a strong undertone in those markets, and that their requirements will be large and continuous for months to come and extending into the new crop. The situation in our opinion is sound and healthy, and one that offers superior opportunities for investment.

Consignments of Grain and orders for future transactions solicited. Also orders for wheat from millers.

MEMBERS

New York Stock Exchange,
New York Coffee Exchange,
Chicago Stock Exchange,
Chicago Board of Trade.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

GRAIN DEALERS JOURNAL

La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,300 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

Grain Dealers Journal

La Salle St. Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Wabash in Sup. 2 to ICC 3129 quotes rates on grain and grain products between Chicago, Ill., and Ill. points, effective Mar. 15.

Ill. Traction System in ICC-132 quotes grain rates from all stations in Illinois to Danville, Ill., for beyond, effective Mar. 15.

Ill. Traction System, in ICC-130 quotes grain rates from all stations in Illinois to E. St. Louis, Venice, Ill., and St. Louis, Mo.

Ill. Traction System in ICC-122 and 131 quotes grain rates from all stations to Chicago, Ill., for Eastern points, effective Mar. 15.

Ill. Traction System in ICC-125 quotes grain rates from I. T. S. stations to Memphis, Tenn., via Frisco Lines, effective Mar. 15.

Ill. Traction System in ICC-124 quotes grain rates from all stations to Chicago, Ill., via Decatur and Wabash R. R., effective Mar. 15.

Mo. Pac. in Sup. 3 to ICC A-2126 quotes rates on grain and grain products from Missouri River points to Okla. points, effective Mar. 15.

Ill. Traction System in ICC-123 quotes grain rates from all stations to Chicago, Ill., via Glover, Ill., and C. & E. I. R. R., effective Mar. 15.

C. I. & L. in Sup. 2 to CI&L No. 4843 quotes rates on grain and grain products from C. I. & L. stations to Indianapolis, Ind., effective Mar. 16.

C. & A. in Sup. 2 to ICC A-536 gives rules governing milling in transit privileges on grain, grain products and seed at C. & A. stations, effective Apr. 1.

P. C. C. & St. L. in Sup. 15 to ICC P-403 quotes grain and grain products rates from its stations and connections to C. F. A. points, effective Mar. 15.

C. St. P. M. & O. in Sup. 6 to ICC 3679 quotes rates on grain and grain products between C. St. P. M. & O. stations and Mo. Pac. stations, effective Mar. 18.

Santa Fe quotes a rate of 9c on grain and grain products between E. St. Louis, Ill., St. Louis, Mo.; and Corwith, Nerska, and McCook, Ill., effective Mar. 15.

C. & N. W. in Sup. 40 to ICC 6222 quotes rates on grain and feeds from stations in Ill. and Wis., to Chicago, Ill., Milwaukee and Waukegan, Wis.; effective Mar. 17.

D. L. & W. in Sup. 4 to ICC 6703 quotes rates on grain and grain products from D. L. & W. stations to N. Y. C. & H. R. and West Shore stations, effective Mar. 27.

Mich. Cent. in Sup. 10 to ICC 4135 quotes rates on grain and grain products from M. C. stations and connections to eastern and Canada basing points, effective Mar. 15.

Ill. Traction System in ICC-129 quotes rates on grain and grain products from I. T. S. stations in Ill. to Wabash stations in Ind., Ohio, and Mich., effective Mar. 15.

Frisco quotes a rate on wheat of 10c, corn 10c from Blazer, Mo., to St. Louis, Mo.; wheat 11c, flour 14½c, corn meal and corn 11c from Blazer, Mo., to E. St. Louis, Ill.

C. St. P. M. & O. in Sup. 30 to ICC 3110 quotes grain rates from stations in Minn., and Superior, Wis., to C. F. A. points, Mo., and Wis. on connecting lines, effective Mar. 11.

C. & N. W. in Sup. 3 to ICC 7402 quotes grain rates from Botna and Kirkman, Ia., to Omaha, So. Omaha, Council Bluffs, Missouri Valley, Ia.; also between Blair, Neb., and Missouri Valley, Loveland, Money Creek, Crescent, and California Jct., Ia., effective Mar. 25.

B. & O. S. W. in Sup. 15 to ICC 6549 quotes rates on grain and grain products from all stations to Norfolk, Richmond, Va., Hagerstown, Md., and Lexington, Va., effective Mar. 15.

A. T. & S. F. in Sup. 5 to ICC 5687 quotes grain rates from stations in Kan. and Okla., to Galveston, Port Bolivar, and Texas City, Tex., when for export only, effective Mar. 31.

C. C. C. & St. L. in Sup. 5 to ICC 4774 quotes rates on grain and grain products from Cairo and St. Louis division stations to East St. Louis, Alton, Ill., and St. Louis, Mo., effective Mar. 15.

C. M. & St. P. in Sup. 43 to ICC A-9818 quotes rates on grain between Chicago, Ill., Milwaukee, Wis., and points taking same rates, to stations in Ill., Wis., and Mich., effective Mar. 18.

Erie in Sup. 7 to ICC A-4566 quotes rates on grain and grain products from stations on Chicago & Erie and Ashland & Western stations to C. F. A. and Wis. points, effective Mar. 15.

C. & N. W. has issued Sup. 20 to ICC 6173, quoting rates on flour and grain products from stations in Ia., Minn., N. D. and S. D., to stations on connecting lines in Illinois, effective Mar. 29.

Int. & Gt. Nor. in Sup. 3 to ICC 630 publishes rates and rules covering transit privileges applying on grain and grain products between interstate points on I. & G. N., effective Mar. 15.

Grand Trunk in ICC A-1514 cancels rates on grain and grain products from Chicago, Ill., and Milwaukee, Wis., across the lake; also rates from Ill. points to C. F. A. territory, effective Mar. 15.

C. E. Fulton, agent, quotes rates on corn, barley, grain screenings, oats and rye, from Chicago rate points to Union City, Tenn., 22c; Martin, Gibson, Ribes, McKenzie, Tenn., 23c, effective Mar. 15.

C. & N. W. in ICC 7419 quotes rates on wheat, corn, oats, barley and rye from stations in Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, and Fort Riley, Kan., effective Mar. 25.

Grand Trunk in Sup. 10 to ICC A-1462 quotes grain and grain products rates from G. T. stations and connections to eastern New England, Canada, and points in Newfoundland, effective Mar. 15.

C. & N. W. announces the suspension of rates given in Sup. 12 and 13 to ICC 7348, giving rates on grain and flax seed between stations in Ill., Wis., etc., and stations in Ia., Minn., N. D., and S. D.

M. St. P. & S. S. M. in Sup. 15 to ICC 1606 quotes rates on grain from Minneapolis, St. Paul, Camden Place and Minnesota Transfer, Minn., and intermediate stations, to Soo stations, effective Mar. 15.

C. & N. W. in ICC 7418 quotes all-rail and rail-and-water rates on grain and grain products from stations in Ill., Ia., Wis., and Mich., also Winona, Minn., to eastern and seaboard points, effective Mar. 20.

C. I. & L. in Sup. 1 to ICC 2619 quotes rates on grain and grain products from Guensey, Monticello, Pattons, Lennox, Sleeths, and Pittsburg, Ind., to Detroit, Mich., Sandusky, and Toledo, O., effective Mar. 20.

A. T. & S. F. in Sup. 2 and 3 to ICC 6240 quotes rates on wheat, corn and articles taking same rates from Kansas City, St. Joseph, Mo., Atchison, and Leavenworth, Kan., to points in Ill., Wis., and Minn., effective Apr. 1.

C. & N. W. in Sup. 14 to ICC 7348 quotes rates on grain and flaxseed from Clinton, Camanche, and Lyons, Ia., and points on Ia. & Ill. Ry. to Chicago, Peoria, East Clinton, Ill., Minneapolis, Minnesota Transfer, St. Paul, and Duluth, Minn., effective Mar. 17.

C. I. & L. in ICC 2876, 2877, 2878, and 2879 quotes rates on grain from Chicago, Englewood, Hegewisch, Pullman Jct., So. Deering, Ill., and Hammond, Ind., to Baltimore, Boston, New York, Philadelphia and other Eastern points, effective Mar. 22.

Wabash quotes on barley, corn, oats, rye and wheat between Auburn, Vollenhine, Kincaid, Ill., and Chicago, 9 c; St. Louis, Mo., and East St. Louis, Ill., 7c, effective Mar. 15.

M. & St. L. quotes a rate of 21.5c on grain and 23.5c on grain products from Matherville, Doratha, Reynolds, Taylor Ridge, Milan, Rock Island, Moline, Ill., and Davenport, Ia., to Boston and New York for export, effective Mar. 15.

Nor. Pac. in Sup. 13 to ICC 4737 quotes rates on grain between St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Carlton, Cloquet, Duluth, Minn., Superior, East End, Central Ave (Superior), Ashland and Washburn, Wis.; and Wis., Minn., and N. D., effective Mar. 25.

C. R. I. & P.'s grain rates from Cedar Rapids, Cedar Falls, Davenport and Muscatine, Ia., to Kansas City and St. Joseph, Mo., and Armourdale, Atchison and Leavenworth, Kan., and Council Bluffs, Ia., have been further suspended by the Interstate Commerce Commission until Aug. 8.

C. I. & L. in ICC 2880 quotes rates on grain, grain products and by-products from Chicago, Englewood, Hegewisch, Pullman Jct., So. Deering, Ill., and Hammond, Ind., originating locally or when from territory beyond, to principal points in Ind., Ky., N. Y., Ohio, Penn., and W. Va., effective Mar. 25.

C. & A. in Sup. 17 to ICC 1745 quotes rates on grain and grain products from Kansas City, St. Joseph, Mo., and Elwood, Kan. (originating at other points or when milled at above-named points from grain originating beyond), to C. & A. stations and stations in C. F. A. territory and the west, effective Mar. 19.

The rates east of Chicago on malt originating in the Northwestern territory, or manufactured from barley or rye originating in such territory, destined to points in eastern Ohio and points in western Pennsylvania and New York located west of the Buffalo-Pittsburgh line, will be advanced from ½ to 1.8 cents, effective Mar. 15.

C. R. I. & P. in ICC C9455 quotes rates on grain and grain products from stations in Ill. and Ia., to Boston, Mass., New York, Albany, Utica, Syracuse, Rochester, N. Y., Philadelphia, Pa., Baltimore, Md., Montreal, Quebec, Can., and other eastern points. Rates are also quoted on grain, grain products and flaxseed from stations in Ill., Ia., Kan., Minn., Mo., and Neb., to stations in Ill., Ind., Ky., N. Y., Ohio, and Pa., effective Mar. 15.

C. R. I. & P., C. St. P. M. & O. and I. C. Rys. have cancelled the advances in rates in grain to Chicago and Milwaukee from stations in S. D., Minn., and Ia., to take effect Mar. 3, 1st, and Feb. 28, respectively. The Interstate Commerce Commission has ordered the suspension until June 14 of the advanced rates proposed by the other carriers, except the Gr. Nor. Ry., whose rates have been neither cancelled nor suspended.

C. R. I. & P. in Sup. 74 to ICC C-7692 quotes rates on grain and grain products between St. Louis and Hannibal, Mo., E. St. Louis, Alton, and Quincy, Ill.; and stations in Ill., Ia., Neb., Minn., Mo. and S. D.; also Armourdale, Atchison, and Leavenworth, Kan. Rates are also quoted from stations in Ia., Minn., and S. D., to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories; effective Mar. 15.

C. C. C. & St. L. quotes a 6c rate on grain products from Chicago to Bonfield, Booth, Coster and Seneca, Ill.; feed, barley, bran, flaxseed, wheat, etc., from Paris, Ill., to Addison Jct., Mich., Akron, O., Albion, Homer, Howard City, Mich., 11½c; Lawrenceburg, Ind., 9c; grain and grain products, from Marshall to Chicago; Ernest to Chicago, 12c; Lawrenceville, 12c; from Ashmore, Ill., to Alton, Ill., 7c; barley, corn, kafir corn, oats, rye and wheat, from Gillum, Ill., to Pekin, 5.3c; Peoria, Ill., 5.5c; from Downs, Ill., to Pekin and Peoria, Ill., 5.5c; to take effect Mar. 15.

New Plant of Barnard & Leas Mfg. Co.

The fire which destroyed the works of the Barnard & Leas Mfg. Co., at Moline, Ill., having made a clean sweep of the greater part of the site, it was decided to erect the new buildings according to an entirely new arrangement, keeping in mind the fact that the ideal manufacturing plant is one in which the crude material entering at one door is progressively manufactured step by step until by the time it reaches the other door at the far end of the plant it is crated, marked for shipment and loaded in the cars. With large resources at its command this firm had no need to economize, spending hundreds of thousands of dollars to save a few dollars daily in the process of making even a single machine.

The buildings were commenced as soon as these carefully studied plans were perfected, and are of the most substantial and fireproof quality, being composed exclusively of reinforced concrete, structural steel and brick, abundantly lighted by mammoth windows with steel sash. Since the various departments cover large unbroken areas of space, it was wise to construct the roofs on the saw tooth principle which floods every foot of the immense area with intense sunlight, diffused by the peculiar kind of glass employed in this construction. Although the buildings cannot again be destroyed by fire, to insure safety and protection to the contents, all parts including basements are fully equipped with an automatic sprinkler system.

A centrally located power house contains three mammoth steam boilers employed to heat the entire plant in seasonable weather, as well as the pumps for the water supply and the electric service station controlling the lighting and power currents to the several shops. No steam power is used; electric power drives every tool. This dispenses with the long line shafts and maze of belting inseparable in machine shops of ancient design. It makes every tool a separate unit under control of the man in charge.

Employers of labor are universally beginning to devote attention to welfare work among their employees and this feature has been incorporated quite fully in the design of these shops. Considerable space is given over to service rooms in which are installed steel lockers for each man, most sanitary plumbing conveniences, abundant hot and cold water and an emergency hospital with adequate medical and surgical cots and chairs, for minor ills and first aid and relief, for the free

benefit of the five hundred employees, some of whom have been constantly employed for many years.

The purchase of new machine tools in such markets as secured quickest delivery and their installation was carried on so aggressively that this firm commenced manufacturing again in eleven days after the fire, increasing their capacity daily until within a few weeks later they were not only shipping duplicates of the orders awarded them before the fire, but were also taking care of what was perhaps the largest year's business they ever enjoyed.

After twelve months of great mental strain, ceaseless activity, tireless industry and intense study, the capable officers of the company, who are W. C. Bennett, President; Thos. E. Casady, Vice Pres., Treasurer and General Manager, and H. S. Hanson, Secretary, now feel great relief as the end of their extra labors appears and are proud to announce that with greater capacity, increased facilities and better equipment they are now in better shape for manufacturing reliable and high grade machinery than ever before and express the hope that the next fifty years will see their machinery used as universally as it has been in the fifty years past. The new plant is shown in the engraving.

THE FIFTH INTERNATIONAL Good Roads Congress opened Feb. 26 at Chicago. Thomas J. Tynan, warden of the Colorado state penitentiary, spoke on the use of convicts for road making. Mr. Tynan said that, altho the convicts were not under guard while working on roads, fewer men escaped than under the old system of locking them up in a prison. Hundreds of miles of roads have been built in Colorado by convict labor. C. Gordon Reel, state superintendent of highways of New York, said that there were 3,578 miles of highway completed in New York state on Dec. 31, 1912, and 1,627 miles under contract. Some years ago New York appropriated \$50,000,000 for good roads. There still remains \$2,423,000 of this fund unspent. Figuring an average of \$10,000 a mile, this will build 242 more miles of good roads, making a total for the state of 5,450 miles.

THE CORN PRODUCTS Refining Co. has been sued by the government for alleged violation of the anti-trust law. The company controls 66% of the entire American production of starch and glucose and 80% of the interstate trade in mixed sirups. The government charges that the company is a monopoly in restraint of trade and demands its dissolution.

HESS

Grain Dryers

All Sizes — For All Purposes.

Improved Brown - Duvel Moisture Testers

High steel stands with shelves; copper flasks; brass tubes; burns gas, gasoline, alcohol or electricity.

These protect the grain man against incorrect judgment in buying; against deterioration of grain in storage. They enable him to improve his grain and to tell with absolute certainty that it will make the grade he wishes.

They are his best INSURANCE against loss, and they win profits not obtainable otherwise. Hundreds of dealers equipped themselves in 1912. What are your needs for 1913?

Hess Warming & Ventilating Co.

907 Tacoma Bldg., Chicago

A New Moisture Tester booklet, with latest and complete instructions for testing all kinds of grain, is just from the press. Every grain dealer should have one. Ask us for it.

WATERPROOFING

The Antakwa Co.

135 W. Washington St., Chicago, Ill.

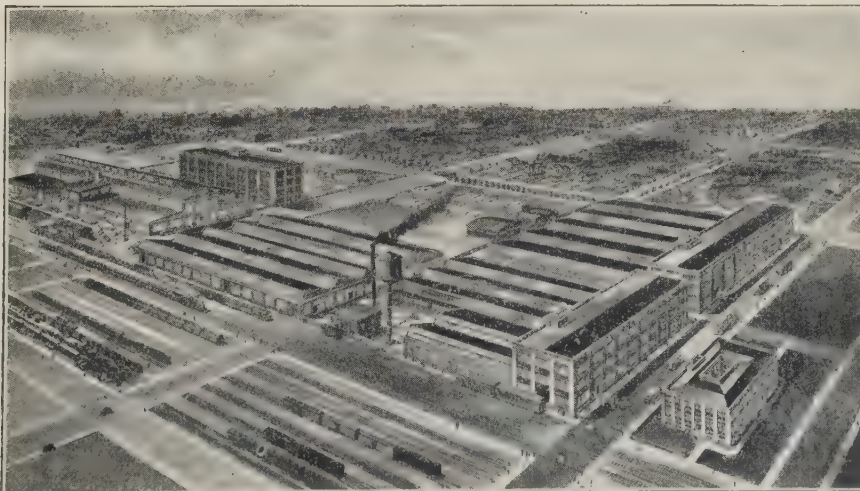
Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal

OF CHICAGO



Supreme Court Decisions

Arbitration.—Either party may revoke a submission to arbitration at any time before award is made and published, where the submission is not made a rule of court or otherwise regulated by statute.—*Mason v. Bullock*. Court of Appeals of Alabama. 60 South. 432.

Damages for Carrier's Delay.—In an action against a carrier for failure to furnish a car, causing delay in shipment of cotton resulting in loss of the sale, the actual loss to the consignor is the measure of damages.—*Parish & Co. v. Yazoo & M. V. R. Co.* Supreme Court of Mississippi. 60 South. 322.

Party Entitled to Sue Carrier.—Where the consignee is a mere agent of the consignor without any other interest, a right of action against the carrier for failure to deliver or for loss or injury to the freight while in transit is to the consignor alone.—*Zimmerman's Coal Co. v. Louisville & N. R. Co.* Court of Appeals of Alabama. 60 South. 598.

Arbitration.—That an award shows that two of the three arbitrators proceeded to investigate the claims, but thereafter selected a third arbitrator, does not invalidate the award where it does not show that the three arbitrators failed to reinvestigate the matters already gone over.—*Slaughter v. Crisman & Nesbit*. Court of Civil Appeals of Texas. 152 S. W. 205.

Landlord's Lien.—The offense of removing a crop by a tenant before paying the rent and discharging the liens of the landlord on it is not complete unless the crop is removed without giving the five days' notice under the statute, and, where the notice is given, the removal of the crop is not an offense.—*State v. Harris*. Supreme Court of North Carolina. 76 S. E. 683.

Offer and Acceptance.—Where a person makes an offer by letter or telegram, and the person to whom it is made accepts it in the same manner, the contract comes into existence when the acceptance is mailed or sent; the offerer giving the carrier of his message implied authority to receive the reply for him.—*Wester v. Casein Co.* Court of Appeals of New York. 100 N. E. 488.

Commission Merchant's Violation of Instructions.—Where one ships cotton to a commission merchant, with instructions not to sell the cotton until notified, and the commission merchant sells without such notification, the shipper will be entitled to be paid the highest price for which the cotton sold on the day on which he ordered the cotton to be sold.—*Lougarre v. W. D. Haas & Co.* Supreme Court of Louisiana. 60 South. 376.

Sale of Entire Bulk Passes Title.—Where a quantity of peanuts were stored in a barn, and plaintiff sold the entire contents of the barn to defendants, who paid for the estimated contents and accepted them, and nothing remained but to measure the quantity, the title passed to defendants before delivery, and the nuts were thereafter held at the buyer's risk.—*State's Prison v. Hoffman & Bros.* Supreme Court of North Carolina. 76 S. E. 3.

Limitation of Carrier's Liability.—Where a shipper did not obtain the advantage of a reduced rate, and the arbitrary amount of the value of the property in case of loss had no relation to the value of the freight, but was merely an attempted partial release of the liability of the carrier, and the carrier and the shipper did not agree on the question of value, the value named in the contract of shipment was not binding on the shipper.—*Lacey v. Oregon Ry. & Nav. Co.* Supreme Court of Oregon. 128 Pac. 999.

Liability of Consignee for Freight Charges.—A consignee who receives goods is presumptively the owner, and liable for the freight charges; and where a consignee took goods from the carrier's possession, depriving it of its lien for freight, he could not claim that he had no interest in the property, so as to compel the carrier to look to others for the freight.—*Pennsylvania R. Co. v. Titus*. Supreme Court of New York. 133 N. Y. S. 325.

Inspection and Rejection.—Where purchasers of rice reserved the right to examine it before acceptance, and did examine and reject it, title did not pass to them, so that they could not be compelled to accept the rice, and recover, by way of counterclaim, damages for its defective quality, but could resist an action for its price on the ground of breach of contract.—*Standard Milling Co. v. DePass*. Supreme Court of New York. 139 N. Y. S. 611.

Contributory Negligence of Shipper.—A misrepresentation by a shipper as to the contents of a freight shipment in order to obtain lower rates did not invalidate the contract of shipment nor prevent a recovery from the carrier for the loss of the shipment, where such misrepresentation did not contribute to the loss by misleading the carrier as to the precautions required for its safe transportation.—*Mobile, J. & K. C. R. Co. v. T. J. Phillips & Co.* Supreme Court of Mississippi. 60 South. 572.

Delivery by Carrier Without Surrender of S/O B/L.—Where the owner takes a B/L, "Order of (consignee), notify" C., and attaches a draft to the B/L and delivers it to a bank for value, the title to the goods passes to the bank, and the carrier is liable to the bank for conversion, if it delivers the shipment without surrender of the B/L; the fact that the consignor and consignee were the same not altering the contract obligations of the carrier as expressed in the B/L.—*Canandaigua Nat'l Bank v. C. C. & St. L. Ry. Co.* Supreme Court of New York. 139 N. Y. S. 561.

Right to Litigate in Home County.—If plaintiff bought from a grain company, in good faith, a claim against defendant for damages, for selling inferior hay with a guaranty by the grain company of the claim, the fact that it sold the claim to plaintiff to compel defendant to litigate the question out of the county of his residence and in that of plaintiff's residence would not prevent plaintiff from suing therein, and hence, in an action on the claim, plaintiff's good faith in purchasing the claim should be submitted, independent of the company's good faith in selling.—*McCoy v. Pafford*. Court of Civil Appeals of Texas. 150 S. W. 968.

Employee's Assumed Risk.—Where an employee, engaged in oiling machinery in a grain elevator, engaged to care for himself, and knew that under the general system of operating the elevator the superintendent might, when in his judgment it became necessary, start the machinery by throwing a lever, without ascertaining whether the employee was using the lever as a temporary foothold, he could not recover from the employer for injuries resulting from the superintendent's failure to take this precaution before ordering the lever to be thrown.—*Wm. Glavin v. Boston & Maine R. R.* Supreme Judicial Court of Massachusetts. 100 N. E. 614.

Warehousemen.—Where corn is stored in an elevator and while there becomes damaged by the negligence of the elevator company in caring for it, the ordinary measure of damages is the difference between the value of the corn before the damage was done at the time agreed on for delivery and its value after the inquiry to it; but, where by reason of its damaged condition the owner is unable to remove it at the end of the agreed time and is required to pay storage for the additional time, he may recover back these excess storage charges also as a part of his damage.—*Arbuckle Bros. v. Everybody's Gin & Mill Co.* Court of Civil Appeals of Texas. 148 S. W. 1136.

Damages for Failure to Furnish Gasoline.—If defendant's contract to furnish plaintiffs with gasoline for their cotton gin contemplated that failure to furnish might stop the operation of the gin until plaintiffs could procure oil elsewhere, plaintiffs on showing such cessation could recover the fair rent or hire of the gin for the time operations were stopped, or, if it had no rental value for such a short term, could recover interest on its value for that time, and possibly the amount of the wages paid employees necessarily kept while unemployed.—*Standard Oil Co. v. Weeks*. Court of Appeals of Alabama. 60 South. 508.

Penalty for Delay in Furnishing Cars.—The rule of a state railroad commission under which a per diem penalty may be exacted from a carrier for delay in delivering cars to the consignee at the termination of interstate transportation amounts to an unreasonable burden upon interstate commerce, where the requirement of such rule as to the delivery of the cars "within twenty-four hours after arrival, computing from 7 a. m. the day following the arrival," is absolute, and makes no allowance whatever for any justifiable and unavoidable cause for failure to deliver.—*Yazoo & Mississippi Valley R. R. Co. v. Greenwood Grocery Co.* Supreme Court of the United States. 33 Sup. Ct. Rep. 213.

Recovery for Grain Doors.—In an action to recover from the defendant railway company the necessary costs of the labor, lumber and material used in constructing grain doors for box cars used in transporting grain from Cook, Neb., to Kansas City, Mo., held, that the answer of the defendant company that the Interstate Commerce Commission had made a rule to the effect that the carrier might not lawfully reimburse shippers for the expense incurred in attaching grain doors to box cars, unless expressly so provided in its tariff, and that there was no such provision in the tariff of the defendant company at the time the doors were so furnished (though afterwards one was adopted), and therefore that the defendant company was not liable, failed to state any defense.—*Hanks v. Missouri Pacific Ry. Co.* Supreme Court of Nebraska. 138 N. W. 750.

State Demurrage Law Not Applicable to Interstate Shipments.—Congress has so taken possession of the subject of the delivery, when called for, of railroad cars to be used in interstate traffic, by the provision of the act of June 29, 1906 (34 Stat. at L. 584, chap. 3591, U. S. Comp. Stat. Supp. 1911, p. 1288), imposing a specific duty upon railway carriers to furnish cars for such traffic upon reasonable request, and giving remedies for violations of that duty, as to invalidate, when applied to cars demanded for interstate transportation, the provisions of Minn. Laws 1907, chap. 23, § requiring railway companies to furnish freight cars on demand, under penalty for each day's delay not due to certain excepted causes.—*Chicago, Rock Island & Pacific Ry. Co. v. Hardwick Farmers Elevator Co.* Supreme Court of the United States. 33 Sup. Ct. Rep. 174.

Mortgage on Elevators not a Preference.—A bankrupt, being liable to defendant bank on an overdraft, executed certain mortgages on its elevators to the bank. The bank then entered to the bankrupt's credit the consideration for the mortgages, without comment on its books as to whether the amount should apply on the overdraft or be treated as present loans. The bankrupt had been drawing checks on the bank, which had been honored without regard to the overdraft, and the same course was pursued after the giving of the mortgages; the money realized from the mortgages being at once put into the bankrupt's checking account and used to increase its capital to continue its business. Held, that the mortgages should be regarded as having been bona fide given for cash advances and did not constitute preferences, tho the bankrupt was then insolvent, and known to be so by the bank, but, on the contrary, were valid liens.—*Lindley v. Ross*. U. S. Circuit Court of Appeals. 200 Fed. 733.

Shipper Must Be Notified Before Receiver Unloads Car.

The Empire Grain Co., Wichita, Kan., plaintiff, v. Yukon Mill & Elevator Co., Yukon, Okla., defendant, before the Tri-State Appeal Board of Arbitration, on appeal from the arbitration board of the Oklahoma Grain Dealers Ass'n.

This difference arises over a shipment of a car of wheat, which was sold by Empire Grain Co. to Yukon Mill & Elevator Co. The car, R. I. 56975, billed at 88,000 lbs., arrived at Yukon and upon inspection of the receiver they were not willing to receive it as No. 2 wheat, and called over the phone P. J. Mullins, manager Empire Grain Co., and informed him they could not use the car as invoiced. During the discussion the shipper was willing to allow a 3-cent dock, from which the receiver demurred and wanted 4 cents. Then the shipper asked for re-inspection by the Appeal Com'te on Inspection.

It is also proven that the Yukon Mill did not wait, but had the car of wheat unloaded on this same date and thereby made it impossible for the shipper to have re-inspected it. We claim that it was within the rights of the shipper to demand re-inspection.

We therefore base our settlement on 3-cent dock, on account of off grade, and being upon 1,466% bushels, the amount of invoice, making \$44 allowed on car for off grade. The account sales rendered the shipper by the receiver, making a 4-cent dock, gives to the shipper a credit of \$78. We add to this amount 1 cent per bushel or \$14.66, showing a total amount of credit for the shipper of \$93.05.

We also affirm the decision of the lower board as to the protest fees charged to the shipper by the receiver and allege that same should not have been a debit against the Empire Grain Co. We hold that where a discussion arises as to a grade of car of grain the receiver has no right to unload the car until the shipper has been informed and had time to satisfy himself as to all the allegations made by the receiver. We therefore decree that the expense of arbitration before this board be charged to the Yukon Mill & Elevator Co. and a deposit of \$10 be returned to the plaintiff, the Empire Grain Co.

J. H. SHAW
L. G. BELEW } Com'te.
H. WORK

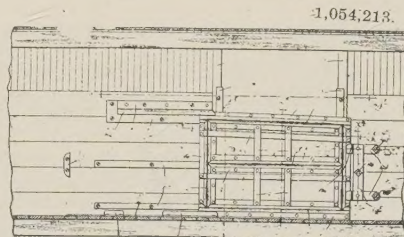
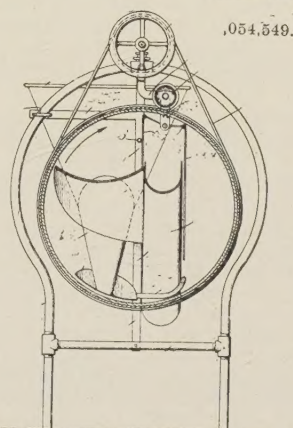
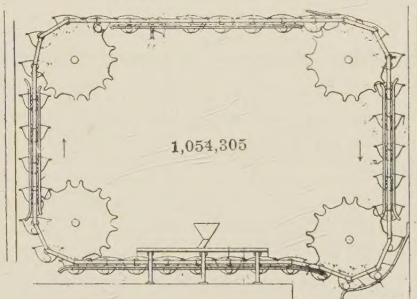
Books Received

ANNUAL REPORT of the Commissioner of Agri., Commerce and Industries of the State of South Carolina for the year 1912, in addition to the usual statistics and comments on the work of the department, contains an article on the effects of feeding live stock moldy or damaged feed. Numerous cases have been reported of animals dying after being so fed. In some cases the animal died in a few hours, with convulsions; in other instances it lived for several days or a week; but in almost all instances the disease was fatal. Investigators have given the malady various names, as meningitis and blind staggers. Some of them regard the disease as of bacterial origin, but the majority are agreed that the disease is produced by fermented, moldy vegetation or improperly cured or spoiled foodstuffs (corn, ensilage, fodder, and grasses) which were infected with certain parasitic fungi. Little can be done after the disease has been contracted. It can be prevented, however, by floating the feed. In so doing, the damaged corn rises to the top and can be skimmed off. The sound kernels sink and can be fed to the animals with safety. The report of A. C. Summers, State Feedstuff Chemist, which is also included in the book, shows that the quality of corn meal in South Carolina has greatly improved since the enforcement of the law governing the sale of foodstuffs. At the beginning of 1911, 98% of the meal found on the market was condemned. By the end of the year this decreased to 39%. In 1912 only 27% had to be condemned, and the majorities of the samples condemned last year were far superior to those condemned during 1911. Paper, 234 pages, by E. J. Watson, commissioner, Columbia, S. C.

HAY has declined sharply in value, compared with last year. At Pittsburgh choice hay is now selling at \$15, last year the price was \$25; No. 3 hay is selling at \$10.25, in 1912 the price was \$22, a decline of nearly 50%.

Patents Granted

Conveyor. No. 1,054,305. (See cut.) George H. Mueller, Columbus O. The buckets are provided with overhanging lips so as to prevent spilling. A tripper rail engages a wheel on the side of the buckets and dumps them at any designated point.



Wild Oats Separator. No. 1,054,549. (See cut.) Albert Holland, Nome, N. D. In a frame is mounted a rotating drum lined with cotton flannel, which catches the beards of the wild oats to be scraped off over the chute, the deflection of the wild oats being aided by shields. The cultivated oats do not cling to the flannel and are delivered in a second chute.

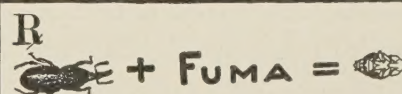
Grain Door. No. 1,054,213. (See cut.) Joseph Klinkhammer, Hopkins, Minn. A sliding door, braced with angle bars, is attached to the inside of the car. A device attached to the opposite side of the car door fastens the grain door in position.

Two years ago Chicago May wheat sold below 85c in April and the supplies at that time were then somewhat smaller than private estimates indicate this year.—Southworth & Co.

BEANS and dried peas were imported to the extent of 2,319,161 bus. in 1912, compared with 1,375,380 in 1911, as reported by O. P. Austin, Chief Division of Statistics. Exports during 1912 amounted to 349,219 bus. in 1912; compared with 337,317 bus. in 1911.

Sample Envelopes

Non-Sifting
Designed especially for mailing samples of grain and seed. Specimens Free.
TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.



Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR

Manufacturing Chemist PENN YAN, N. Y.



Is this your grain?

It May Be

But these losses can be prevented with

Kennedy Car Liners

Made by

FRED W. KENNEDY

Shelbyville, Ind.



The
National City Bank
of Chicago

105 South Dearborn Street

Capital \$2,000,000.00 Deposits \$31,041,046.16
Surplus and Undivided Profits, \$603,771.99

Approved by Chicago Board of Trade
as a Margin Depository

We allow 2% Interest
on All Margin Deposits

OFFICERS:

DAVID R. FORGAN, President
ALFRED L. BAKER, Vice President
H. E. OTTE, Vice President
F. A. CRANDALL, Vice President
L. H. GRIMME, Cashier
W. T. PERKINS, Asst. Cashier
W. D. DICKEY, Asst. Cashier
HENRY MEYER, Asst. Cashier
A. W. MORTON, Asst. Cashier
WM. N. JARNAGIN, Asst. Cashier
WALKER G. McLAURY, Asst. Cashier
R. U. LANSING, Mgr. Bond Dept.
M. K. BAKER, Asst. Mgr. Bond Dept.

Supply Trade

Bloomington, Ill.: L. K. Healy has succeeded E. R. Hamilton as secretary and treasurer of the Portable Elvtr. Co.

Chicago, Ill.: The plans announced by the Rumsey Car Door Co. call for the erection of a factory somewhere near Chicago.

Dayton, O.: The National Granometer Co., makers of a device for the measurement of grain, announce that a plant will be established soon at Orange, Tex.

Kansas City, Mo.: H. C. Draver has taken the southwestern agency for the Avery Scale Co., succeeding Ben P. Ordway, who is now representing the Richmond Mfg. Co. of Lockport, N. Y.

Chicago, Ill.: The office of Geo. J. Noth, western manager of Sprout Waldron & Co., Muncie, Pa., has been moved to the new Terminal Bldg. at 9 S. Clinton St. The material increase in business has made necessary the larger quarters.

If it helps to sell more of an article without increasing the relative cost of selling, then it is on a sound basis. But if it increases the cost of selling, it is on a wrong basis; it defeats its own ends—and the blame rests, not with advertising, but with the particular copy, mediums and methods.

Chicago, Ill.: The suit in equity by the Gibson Oat Crusher Co., against the City Fuel Co., in the district court of the U. S., for the infringement of patents, resulted in a decree for the defendant. The recent appeal by the complainant has been rejected by Judges Baker and Seaman of the Circuit court.

Sparta, Wis.:—The Grain Separator Co. is said to have decided to establish a factory at Regina, in addition to those they have at Port Arthur and Winnipeg, Can.

Louisville, Ky.: The Wood & Turner Co. has been formed with a capital stock of \$2,000 for the manufacture of milling and grain handling machinery.

Chicago, Ill.—The offices of the Burrell Eng. & Const. Co. are to be moved to the new Webster building, about April 15th, where over three times their present floor space has been leased. It will soon open an Iowa office in the Iowa Loan & Trust building, Des Moines, with F. C. Burrell as manager. Later a storage yard for its western outfits will be provided.

Chicago, Ill.: It is understood that the H. W. Johns-Manville Co., manufacturers of asbestos products, has concluded the purchase of the Pullman Farm at Riverdale, Ill., comprising 110 acres, at a cost of about \$75,000. The erection of an immense \$5,000,000 plant, employing when completed about 5,000 men, is soon expected to begin. The land is on the west side of the I. C. R. R. and near several other lines.

Milwaukee, Wis.: The personal property of the Allis-Chalmers Co., a \$50,000,000 corporation, was sold recently at auction for \$4,000,000. Representatives of a reorganization committee were the only bidders. The sale includes all raw materials, storage accounts, orders, stocks, bonds and securities. When the court approves of the sale of personal property, a new organization will be formed, with a capitalization of \$42,000,000, of which \$27,000,000 will be common stock.

Decatur, Ill.: The majority of the

stock of the Beall Improvements Co. has been purchased by P. J. Milliken, H. C. Dempsey, Max H. Hurd and F. J. Temple, who are officers of the Union Iron Works, of the same city. The business of manufacturing mill and flour machinery will be carried on as heretofore, under the same name, and application has been made to the secretary of state for corporation papers. The company was taken over by the purchasers on Mar. 1st and a new set of books was opened, all of the accounts made before that date going to the former owners.

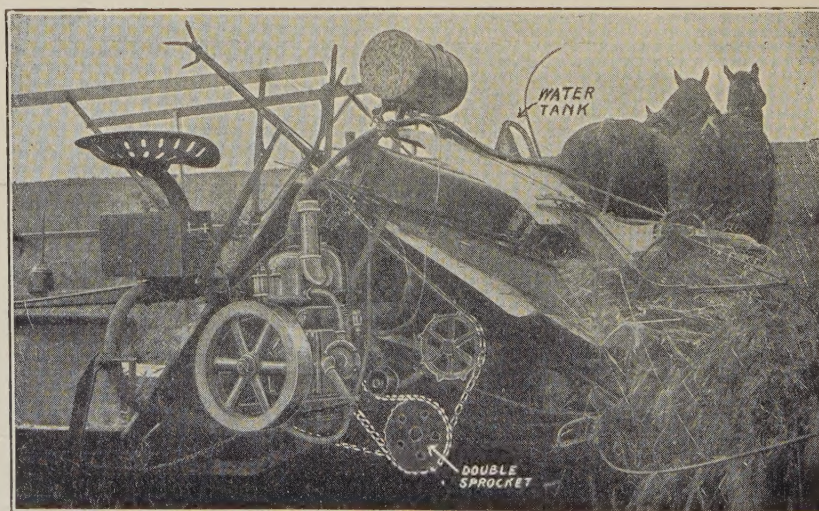
Gasoline Engine for Grain Binder.

Grain harvesting machinery has been brought to a high state of efficiency, but during the many years of development the designers have had horse power in mind as the driving power; and it remained for the Cushman Motor Works to devise the first successful application of the gasoline engine to the grain binder.

Last season 10 carloads of these engines were shipped into the northern wheat fields where they helped save the wheat crop for thousands of farmers. In many neighborhoods where one engine was sold during 1911, 10 to 30 were sold in 1912.

The Cushman Engine is of the old reliable four cycle type, and is built in sizes from 4 to 20 h.p., the binder engine weighing only 167 lbs. The engine is attached to the binder by a bracket of malleable iron just back of the bull wheel, as shown in the engraving. No blacksmith is needed. There is a sprocket attached to a friction-clutch pulley on the engine, and an automobile chain is attached from it to a special double sprocket drive on the binder. This arrangement easily transmits enough direct power to drive the mechanism of an 8-foot binder in heavy grain entirely independent of the bull wheel.

The horses have only to move the machine, making it possible to cut 8 to 10 acres more per day. In turning corners the binder with engine will make a square corner, cutting everything. In heavy or tangled grain the binder if driven by horses alone will hopelessly choke, while with the engine the cutting will continue under power while the horses are pulled up until the binder cuts thru. Additional information regarding this engine will be given on application to the Cushman Motor Works.



Four-Horsepower Gasoline Engine on Grain Binder.

Insurance Notes.

Employers' liability laws have been adopted by thirteen states and during the present year similar laws will be considered by twenty to twenty-five state legislatures.

A bill preventing fire insurance companies from avoiding liability under technical provisions of policy was introduced in the Texas House by Representative Furrh on Feb. 12.

The present Kansas fire marshal law has been amended to such an extent that it would probably be better for none to be passed at all unless they can get a new one. This is practically impossible on account of the Legislature adjourning on Mar. 14.

More than 90% of the accidents occurring in mills and elevators last year were preventable, according to J. C. Adderly, sec'y, Millers Mutual Casualty Insurance Co. The company is undertaking an educational campaign in an effort to reduce the preventable accidents.

The Grain Dealers Mutual Fire Insurance Co., of Boston, Mass., in its sixth annual statement, dated Jan. 1, shows a surplus of \$37,182.98; available resources, \$177,161.99; and amount at risk of \$4,915,818.37. The company had a very successful year, and in addition to reducing the cost of insurance 25%, compared with old line companies, added \$10,000 to its surplus fund.

The Grain Shippers Mutual Fire Insurance Ass'n of Ida Grove, Ia., has levied an assessment of 50% on each policy in force Oct. 1, 1912, to restore its reserve, which has been completely exhausted to meet losses. This step was necessary to comply with the requirements of the state insurance department. The company's officers call attention to the excessive losses and state that out of 43 stock fire insurance companies incorporated in Iowa, 36 have failed or retired from the field.

GERMAN FARMERS are able to borrow money at 3½%. By means of societies, they pool their assets. The societies issue debentures which pay 3½% interest. Naturally the united credit of fifty farmers, each of whom owns his land, is vastly better security than the credit of a single farmer. Being so perfectly secured, the debentures are easily sold. The greatest advantage of the German system is the permanency of the loans. While the borrower has the liberty to pay off the debt at any time, the loan is practically permanent at the borrower's option.

Fire Insurance Companies

ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of Same at Cost

Insurance in force - \$15,104,436.83 | Cash Surplus - - \$353 034.68

GEORGE POSTEL, President. G. A. MCKINNEY, Secretary.

Address all Correspondence to the Company at Alton, Illinois.

Millers National Insurance Co., 1321 Insurance Exchange Bldg., Chicago, Ill.
Western Millers Mutual Fire Insurance Co., 426 Midland Building, Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co., Canton, Ohio.

Pennsylvania Millers Mutual Fire Insurance Co., Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co., Securities Bldg., Des Moines, Ia.

The Millers Mutual Fire Insurance Co., No. 1 Third Street, Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co., Fort Worth, Tex.

Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.

Grain Dealers National Mutual Fire Insurance Co., Indianapolis, Ind.

Combined Assets Twenty Million Dollars
(\$20,000,000.00)

Dividends to Policy-Holders average nearly 60% of Basis Rate.

Write them for Mill, Elevator or Grain Insurance.

Write

MUTUAL FIRE PREVENTION BUREAU, Oxford, Mich.
on all matters of Fire Prevention.

SCALE TICKET COPYING BOOK

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9½x11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 - - - Price, \$1.50

GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.

**Tri-State Mutual
Grain Dealers Fire Insurance Co.**
Luverne, Minn.

Write for our statement. E. H. Moreland, Secretary

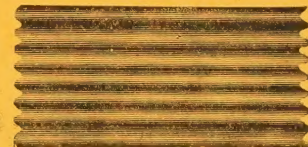
Workmen's Compensation or Employer Liability Insurance

Protects you from

liability imposed upon you by the Illinois Workmen's Compensation Law. Write for rates and information.

BALSLEY BROS.
GENERAL INSURANCE AGENCY,
SPRINGFIELD, ILLINOIS

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



THE SYKES COMPANY, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.



Salt Water Barrels
and Pails for

**FIRE
PROTECTION**
Have Saved Millions
of Dollars

But they freeze, smell bad, leak, burst, evaporate and need filling often, and pails are carried away

Why not get rid of all this trouble?

Our PROTECTION TANKS

don't freeze, don't smell bad, don't leak, rarely need filling, pails always in place inside. Last for years and cost but little more than barrels. Ask your insurance company. They prefer them. Made of 22 gauge galvanized iron, complete with pails and non-freezing compound.

Two Sizes. Let Us Quote You Prices.

CENTRAL FIRE APPLIANCE CO.
PEORIA, ILL.

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

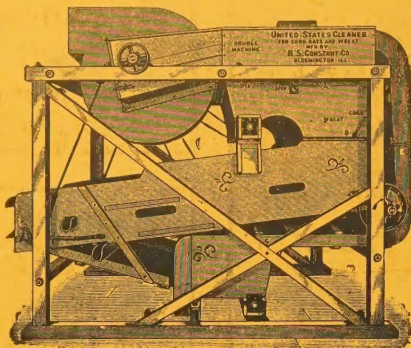
Each of its 204 pages of linen ledger paper, size, 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

Price, \$2.25

Grain Dealers Journal
La Salle St., CHICAGO, ILL.

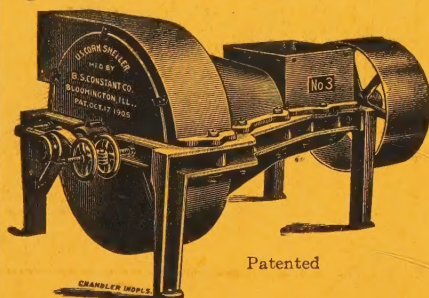
WRITE

Stating capacity per hour you wish to shell and we will quote price



**On U. S. Corn Sheller and
On U. S. Grain Cleaner and
On U. S. Friction Clutches**

giving full descriptions and information



which will be of great value to you now and later.

Yours for a lucky 1913.

B. S. Constant Co., BLOOMINGTON, ILLINOIS

Have You Seed For Sale?

Do You Wish To Buy Seed?

See our "Seeds For Sale—Wanted" Department This Number.

WELLER—MADE

- modern machinery
- superior construction and quality
- prompt shipments



The above are definite WELLER features that insure absolute satisfaction. WELLER "service" and prices on equipment for handling materials and transmitting power, will surely interest you.

**Car Loaders Spiral Conveyors
Car Unloaders Belt Conveyors
Power Shovels
Elevator Buckets**

Get a copy of our No. 20 catalog

Weller Mfg. Co.

CHICAGO

New York Office:
50 Church Street



Car Loading Spouts



The One Machine--

which by gathering your losses, save you money.

The Day Dust Collector.



Superior to all.
Storm and spark proof.
More and better work.
"Day-ly" efficiency.

Dirt and Dust

from your grain is an unavoidable loss, but dirt and dust about your elevator is a voidable loss. The loss of life, money and business can be avoided through the installation of a Day Dust Collector.

Write to Day today.

THE DAY COMPANY
1122 Yale Place, Minneapolis, Minn.